SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

RIO GRANDE DIVISION

19

To Take Effect Sunday, May 27, 1934, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only

A. T. MERCIER,
General Manager

W. B. KIRKLAND,
Superintendent of Transportation

L. U. MORRIS,
Assistant General Manager

H. S. FAIRBANK,
Superintendent

EASTWARD — MESCAL SUBDIVISION — WESTWARD

See Tucson Division Time Table

	SECOND CLASS					FIRST CLASS			Time Table No. 19 May. 27, 1934			FIRST CLASS			THIRD CLASS	
Capacity of Sidings in Car Lengths	964 Freight	946 Mixed	942 Mixed	962 Freight	960 Freight	4 Golden State Limited	12 Apache	Distance from San Francisco	STATIONS		Distance from Douglas	11 Apache	3 Golden State Limited	1 Sunset Limited	943 Mixed	947 Mixed
	Leave Daily	Leave Fri. Only	Leave Tue. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue. Only	Arrive Fri. Only
Yard								983.9	TO-R TUCSON	0.8	123.2	s 8.15AM	s 5.15PM	s 5.25PM		
								984.7	T. & N. R. R. JCT.	2.7	122.4					
Spur 2								987.4	POLVO	2.8	119.7	8.05	5.05	5.15		
P								990.2	SOUTH YARD JCT.	3.5	116.9					
77 P								993.7	CRUZ	4.1	113.4	f 7.56	4.56	f 5.06		
77 WP								997.8	RITA	5.9	109.3	f 7.50	4.50	f 5.00		
76 P								1003.7	VAIL	3.7	103.4	f 7.42	4.42	f 4.52		
77 P								1007.4	EMPIRE	5.5	99.7	f 7.37	4.37	f 4.47		
68 WP								1012.9	MARSH	4.8	94.2	f 7.29	4.29	f 4.39		
P								1017.7	CATALINA	4.6	89.4	f 7.22	4.22	f 4.32		
Ewd. 94 IYPC Westward 81	6.30PM			9.05AM	3.05AM	12.42PM	6.05AM	1023.6 1022.2	TO-R MESCAL	2.3	84.8	f 7.15	4.15	4.25PM		
76 P	6.39			9.15	3.10	12.46	f 6.09	1024.5	MIRAMONTE	4.1	82.5	f 7.10	4.10			
77 WP	6.47			9.23	3.18	12.51	f 6.14	1028.6	WHETSTONE	6.9	78.4	f 7.05	4.04			
85 P	7.00			9.35	3.30	12.59	f 6.22	1035.5	SAN JUAN	7.6	71.5	f 6.57	3.55			
77 P	7.14			9.48	3.44	1.08	f 6.31	1043.1	BOQUILLAS	3.3	63.9	f 6.48	3.46			
P	7.20			9.54	3.50	1.12	6.35	1046.4	BENSON JCT.	1.4	60.6	6.44	3.42			
								1047.8	N. M. & A. JCT.	0.4	59.2					
77 WYKPO	7.35	2.44PM	1.20PM	10.10	4.00	s 1.19	s **6.41**	1048.2	TO-R FAIRBANK	6.5	58.8	s **6.41**	s 3.39		s 4.00PM	s 5.25PM
73 P	7.48	f 3.02	f 1.38	10.22	4.13	1.28	f 6.50	1054.7	CHARLESTON	4.1	52.3	f 6.27	3.25		f 3.42	f 5.07
North 77 YP South 33	7.57	s 3.14PM	s 1.50PM	10.30	4.21	1.33	f 6.56	1058.8	LEWIS SPRINGS	6.1	48.2	f 6.20	3.19		3.30PM	4.55PM
79 P	8.09			10.43	4.32	1.41	f 7.04	1064.9	SAN PEDRO	4.1	42.1	f 6.12	3.10			
78 WP	8.18			10.55	4.40	s 1.47	s 7.14	1069.0	TO HEREFORD	6.1	38.0	s 6.05	s 3.02			
76 P	8.35			11.12	4.55	1.55	f 7.22	1075.1	STARK	5.8	31.9	f 5.56	2.52			
North 68 P South 68	8.52			11.23	5.10	2.03	s 7.31	1080.9	NACO	4.1	26.1	s 5.48	2.44			
69 WYPC Yard	9.10			11.41	**5.40**	s 2.13	s 7.43	1085.0	TO BISBEE JUNCTION	4.7	22.0	s **5.40**	s 2.37			
78 P	9.20			11.51AM	5.53	**2.21**	f 7.51	1089.7	CROOK	3.8	17.3	f 5.28	**2.21**			
Spur 18								1093.5	SILICA	3.4	13.5					
78 WP	9.35			12.07PM	6.06	2.31	f 8.01	1096.9	FORREST	7.4	10.1	f 5.19	2.05			
72 P	9.50			12.34	6.20	2.40	8.10	1104.3	CALUMET	2.7	2.7	f 5.10	1.55			
Yard WFYTBKP	10.00PM			12.45PM	6.30AM	s 2.45PM	s 8.15AM	1107.0	TO-R DOUGLAS		0.0	5.05AM	1.50PM			
	Arrive Daily	Arrive Fri. Only	Arrive Tue. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(123.2)			Leave Daily	Leave Daily	Leave Daily	Leave Tue. Only	Leave Fri. Only
	(3.30) 24.23	(0.30) 21.20	(0.30) 21.20	(3.40) 23.13	(3.25) 24.82	(2.03) 41.36	(2.10) 39.13		............Time Over District.......... ......Average speed per hour			(3.10) 38.89	(3.25) 36.05	(1.00) 38.40	(0.30) 21.20	(0.30) 21.20

Track No. 1

A. B. S.

All trains will move with caution between west yard limit and east switch Fairbank.

Trains to and from Benson-Fairbank Branch may move under block signal indication between east switch Fairbank and Benson Jct. after receiving authority from train dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not foul preliminary track circuit, which extends 895 ft. west of Block Signal 2776 on Branch, until authorized by train dispatcher. Benson-Fairbank Branch trains must avoid delaying main line trains and must not foul main track or block signal circuit if Signal 2776 for eastward trains or Signal 2763 for westward trains, are in any other than proceed position, except as provided by Rule 99.

Trains except first class, must move with caution between Douglas and west Switch Calumet and lookout for yard engines occupying main track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
3	Any Station	Receive	Yuma		Daily
3	Any Station	Discharge		East of El Paso	Daily
3	Any Station	Discharge	Mescal to Polvo, inc.		Daily

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 19

May 27, 1934

Patagonia Branch

Capacity of Sidings in Car Lengths	SECOND CLASS 942 Mixed Leave Mon. only	Distance from San Francisco		STATIONS	Distance from Flux	THIRD CLASS 943 Mixed Arrive Tue. only
77 PWOYK	3.45PM	1048.2	A. B. S. TO-R	FAIRBANK	47.0	s 1.00PM
P		1051.7	A. B. S.	0.4 N. M. & A. JUNCTION	46.6	
11	f 4.05	1057.0		5.3 BROOKLINE	41.3	f 12.40
35	s 4.24	1062.5		5.5 CAMPSTONE	35.8	s 12.21PM
30 PW	s 5.01	1073.8		11.3 ELGIN	24.5	s 11.44AM
Spur 4	f	1076.0		2.2 CANELO	22.3	f
34 P	s 5.29	1082.1		6.1 SONOITA	16.2	s 11.16
	f	1088.4		6.3 ASHBURN	9.9	f
32	f 6.02	1092.0		3.6 CRITTENDEN	6.3	f 10.43
33 TW	s 6.15PM	1095.1	TO-R	3.1 PATAGONIA	3.2	10.30AM
Spur 4		1098.3		3.2 FLUX	0.0	
	Arrive Mon. only			(47.0)		Leave Tue. only

	942		943
Time Over District	(2.30)		(2.30)
Average speed per hour	18.80		18.80

Trains 942 and 943 stop on signal at Perrin Trust Ranch House 2.8 miles east of Canelo.
Derail in Main track 260 feet east of N. M. & A. Jct.

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 19

May 27, 1934

Benson-Fairbank Branch

Capacity of Sidings in Car Lengths	SECOND CLASS 940 Mixed Leave Mon. Wed. Fri.	Distance from San Francisco		STATIONS	Distance from Fairbank	THIRD CLASS 943 Mixed Arrive Tue. only	945 Mixed Arrive Wed. only	947 Mixed Arrive Fri. only
Yard WYPBKO	11.00AM	1032.6	TO-R	BENSON	19.8	s 5.39PM	s 5.30PM	s 6.45PM
Spur 7	f 11.19	1038.1		5.5 ST. DAVID	14.3	f 5.20	f 4.55	f 6.24
16 P	s 11.44	1039.8	TO	1.7 CURTISS	12.6	s 5.10	s 4.45	s 6.16
13	f 11.54AM	1042.4		2.6 LAND	10.0	f 4.41	f 4.25	f 6.06
	f	1048.5		6.1 CONTENTION	3.9	f	f	f
P	s 12.24PM	1046.4	A. B. S.	2.1 BENSON JCT.	1.8	s 4.15	s 3.55	s 5.40
P		1047.8	A. B. S.	1.4 N. M. & A. JCT.	0.4			
77 PWOYK	s 12.34PM	1048.2	A. B. S. TO-R	0.4 FAIRBANK	0.0	4.05PM	3.45PM	5.30PM
	Arrive Mon. Wed. Fri.			(19.8)		Leave Tue. only	Leave Wed. only	Leave Fri. only

Apache Powder Co. Spur M. P. 1039.6 Nos. 940, 943, 945 and 947 stop on signal.

	940		943	945	947
Time Over District	(1.34)		(1.34)	(1.45)	(1.15)
Average speed per hour	12.63		12.63	11.31	15.84

All trains will move with caution between west yard limit and east switch, Fairbank. Trains to and from Benson-Fairbank Branch may move under block signal indication between east switch Fairbank and Benson Jct. after receiving authority from train dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not foul preliminary track circuit, which extends 895 ft. west of Block Signal 2776 on Branch, until authorized by train dispatcher. Benson-Fairbank Branch trains must avoid delaying main line trains and must not foul main track or block signal circuit if Signal 2776 for eastward trains or Signal 2763 for westward trains, are in any other than proceed position, except as provided by Rule 99.

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 19

May 27, 1934

Tombstone Branch

Capacity of Sidings in Car Lengths	SECOND CLASS 940 Mixed Leave Mon. Wed. Fri.	Distance from San Francisco		STATIONS	Distance from Tombstone	THIRD CLASS 949 Mixed Arrive Mon. only	945 Mixed Arrive Wed. only	947 Mixed Arrive Fri. only
OWYPK	1.20PM	1048.2	TO-R	FAIRBANK	9.0	s 2.40PM	s 2.40PM	s 2.40PM
WY	s 1.50PM	1057.5	TO-R	9.0 TOMBSTONE	0.0	2.10PM	2.10PM	2.10PM
	Arrive Mon. Wed. Fri.			(9.0)		Leave Mon. only	Leave Wed. only	Leave Fri. only

	940		949	945	947
Time Over District	(0.30)		(0.30)	(0.30)	(0.30)
Average speed per hour	18.00		18.00	18.00	18.00

Fairbank-Derail main track 300 ft. east of junction switch

HACHITA SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 19

May 27, 1934

Capacity of Sidings in Car Lengths	SECOND CLASS 964 Freight Leave Daily	962 Freight Leave Daily	960 Freight Leave Daily	FIRST CLASS 4 Golden State Limited Leave Daily	12 Apache Leave Daily	Distance from San Francisco		STATIONS	Distance from Anapra	FIRST CLASS 11 Apache Arrive Daily	3 Golden State Limited Arrive Daily
WFYTBKP Yard	10.50PM	**1.40**PM	7.15AM	2.52PM	8.25AM	1107.0	A. B. S. TO-R	DOUGLAS	210.7	s 4.55AM	s **1.40**PM
70 P	11.15	2.05	7.40	3.00	f 8.33	1111.8		4.8 ACACIA	205.9	f 4.45	1.29
77 P	11.33PM	2.23	7.54	3.07	f 8.40	1115.7		3.9 LEE	202.0	f 4.39	1.22
77 WP	12.05AM	2.44	8.20	3.16	f 8.49	1121.1		5.4 CAZADOR	196.6	f 4.30	1.13
77 P	12.20	3.01	8.35	3.25	f 8.58	1126.6		5.5 PERILLA	191.1	f 4.21	1.03
77 P	12.29	3.12	8.50	3.30	f 9.03	1130.6		4.0 BERNARDINO	187.1	f 4.15	f 12.57
77 P	12.43	3.28	**9.11**	3.38	f **9.11**	1137.7		7.1 CHIRICAHUA	180.0	f 4.06	f 12.48
77 WP	1.01	**3.49**	9.35	**3.49**	f 9.22	1147.1		9.4 APACHE	170.6	f 3.55	f 12.36
77 P	1.12	4.05	9.45	3.56	f 9.29	1152.7		5.6 MORA	165.0	f 3.48	12.29
107 WPC	1.32	4.21	10.05	4.06	s 9.40	1158.7	TO	6.0 RODEO	159.0	s 3.40	f 12.20
77 P	1.45	4.31	10.17	4.13	f 9.48	1163.9		5.2 APAN	153.8	f 3.30	12.13
45 P	1.59	4.47	10.38	4.22	f 9.58	1170.5		6.6 PRATT	147.2	f 3.20	12.03PM
56 P	2.10	4.59	10.50	4.28	f 10.04	1175.9	TO	5.4 ANIMAS	141.8	f 3.13	f 11.56AM
77 P	2.30	5.14	11.01	4.34	f 10.10	1181.4		5.5 ANTELOPE	136.3	f 3.06	11.49
77 P	**2.57**	5.32	11.13	4.42	f 10.18	1187.8		6.4 PLAYAS	129.9	f **2.57**	11.40
77 P	3.10	5.46	**11.33**	4.48	f 10.24	1193.4		5.6 GRADE	124.3	f 2.50	**11.33**
81 P	3.23	6.01	11.55AM	4.54	f 10.30	1198.1		4.7 VISTA	119.6	f 2.44	11.27
77 P	3.33	6.09	12.05PM	5.00	f 10.36	1202.9		4.8 MINERO	114.8	f 2.38	11.21
79 WFYP Yard	3.55	6.40	12.40	5.05	f 10'41	1206.3	TO	3.4 HACHITA	111.4	s 2.33	f 11.16
77 P	4.12	7.07	1.15	5.13	f 10.49	1212.6		6.3 CONTINENTAL	105.1	f 2.24	11.08
77 P	4.22	7.18	1.26	5.20	f **11.00**	1218.1		5.5 VICTORIO	99.6	f 2.17	**11.00**
73 P	4.35	7.30	1.40	5.29	f 11.10	1225.6		7.5 SAVOYA	92.1	f 2.08	10.51
36 WP	4.48	7.45	1.51	5.36	f 11.17	1230.9		5.3 HERMANAS	86.8	f 2.01	10.44
77 P	4.58	7.56	2.01	5.42	f 11.23	1236.0		5.1 FORD	81.7	f 1.55	10.38
77 P	5.12	8.09	2.15	5.50	f 11.31	1242.9		6.9 MIMBRES	74.8	f 1.47	10.30
86 WPC	5.35	8.35	2.35	6.02	s 11.45	1250.3	TO	7.4 COLUMBUS	67.4	s 1.38	f 10.21
77 P	5.48	8.46	2.47	6.10	f 11.55AM	1256.8		6.5 MIRIAM	60.9	f 1.26	10.10
78 P	6.01	9.07	2.59	6.18	f 12.04PM	1263.6		6.8 ARENA	54.1	f 1.18	10.02
77 P	6.10	9.21	3.09	6.25	f 12.11	1268.9		5.3 ALTAIR	48.8	f 1.12	9.56
75 P	6.20	9.32	3.20	6.32	f 12.19	1274.5		5.6 MALPAIS	43.2	f 1.06	9.50
78 P	6.27	9.55	3.27	6.37	f 12.25	1278.5		4.0 MONUMENT	39.2	f 1.01	9.45
77 P	6.41	10.10	3.39	6.45	f 12.35	1285.6		7.1 MT. RILEY	32.1	f 12.53	9.37
78 P	6.51	10.23	3.50	6.51	f 12.43	1291.2		5.6 POTRILLO	26.5	f 12.47	9.31
78 WPO	7.08	10.38	4.05	7.00	f 12.53	1299.0		7.8 NORIA	18.7	f 12.38	9.22
77 P	7.28	10.58	4.23	7.11	f 1.06	1308.9		9.9 MASTODON	8.8	f 12.28	9.12
77 P	7.45AM	11.18PM	4.40PM	7.24PM	f 1.19PM	1317.7	TO-R	8.8 ANAPRA Junction Deming Subdivision	0.0	12.16AM	9.00AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(210.7)		Leave Daily	Leave Daily

	964	962	960	4	12		11	3
Time Over District	(8.55)	(9.38)	(9.25)	(4.32)	(4.54)		(4.39)	(4.40)
Average speed per hour	23.62	21.98	22.37	46.47	43.00		45.31	45.15

Schedule time and train orders apply as follows:

Anapra

Westward trains—WEST switch of EAST crossover;

Eastward trains—EAST switch of WEST crossover;

(Deming Subdiv.)

Eastward trains—EAST switch of EAST crossover.

(Hachita Subdiv.)

Hachita—Siding is on south side of main track, east switch located 200 feet east of coal chute and west switch 230 feet west of west wye switch.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
3	Any Station	Discharge		East of El Paso	Daily
3	Any Station	Receive	Yuma		Daily
3	Any Station	Receive	Calumet to Polvo, inc.		Daily
4	Hachita	Receive or Discharge	Dalhart	Los Angeles	Daily

NOTE: Flag stops on schedule No. 3 at Animas, Apache, Chiricahua and Bernardino are for revenue passengers only.

EASTWARD

DEMING SUBDIVISION

WESTWARD

Time Table No. 19

May 27, 1934

Capacity of Sidings in Car Lengths	SECOND CLASS						FIRST CLASS			Distance from San Francisco		STATIONS				Distance from El Paso Oct. St.	FIRST CLASS			
	962	984	960	982	964	980	4	2	12								11	3	1	
	Freight	Freight	Freight	Freight	Freight	Freight	Golden State Limited	Sunset Limited	Apache								Apache	Golden State Limited	Sunset Limited	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily	
Yard WFYTPBK		4.35PM		6.55AM		12.01AM		3.45PM		1148.3	TO-R	LORDSBURG				148.7			s 12.27PM	
												4.7								
70 P		4.46		7.06		12.12		f 3.52		1153.0		ULMORIS				144.0			f 12.15	
												6.0								
66 P		5.00		7.20		12.24		f 4.00		1159.0		LISBON				138.0			f 12.08	
												5.4								
70 P		5.25		7.45		12.44		f 4.08		1164.4		HAWKINS				132.6			f 12.02PM	
												3.6								
107 WP		5.50		8.03		1.00		f 4.13		1168.0	TO	SEPAR				129.0			f 11.57AM	
												5.8								
71 P		6.05		8.23		1.09		f 4.21		1173.8		LADIM				123.2			f 11.49	
												5.8								
70 P		6.16		8.35		1.18		f 4.28		1179.6		WILNA				117.4			f 11.42	
												3.9								
71 P		6.23		8.41		1.24		f 4.33		1183.5		QUINCY				113.5			f 11.37	
												5.0								
70 P		6.32		8.49		1.32		f 4.39		1188.5		GAGE				108.5			f 11.31	
												4.7								
100 P		6.42		8.57		1.40		f 4.44		1193.2		MONGOLA				103.8			f 11.25	
												6.4								
70 P		6.53		9.07		1.50		f 4.51		1199.6		TUNIS				97.4			f 11.18	
												3.7								
70 P		7.00		9.13		1.56		f 4.55		1203.3		PARMA				93.7			f 11.14	
												2.8								
70 P		7.05		9.18		2.01		4.58		1206.1		CAMP CODY				90.9			11.11	
												1.9								
240 PWYC		7.31		9.48		2.24		s 5.13		1208.0	TO	DEMING				89.0			s 11.01	
												4.5								
70 P		7.43		10.01		2.38		f 5.21		1212.5		LUXOR				84.5			f 10.50	
												6.4								
71 P		7.54		10.16		2.58		f 5.28		1218.9		CARNE				78.1			f 10.43	
												3.1								
								f		1222.0		MIESSE				75.0			f	
												3.7								
70 P		8.06		**10.35**		3.09		f 5.36		1225.7		MYNDUS				71.3			f **10.35**	
												3.9								
108 WP		8.23		10.43		3.17		f 5.41		1229.6		AKELA				67.4			f 10.31	
												4.3								
66 P		8.30		10.51		3.25		f 5.47		1233.9		CAMBRAY				63.1			f 10.26	
												4.5								
66 P		8.38		10.59		3.33		f 5.53		1238.4	A. B. S.	DONA				58.6			f 10.21	
												4.6								
107 P		8.46		11.07		3.41		f 5.58		1243.0		CHAPPEL				54.0			f 10.16	
												4.4								
80 P		8.59		11.26		3.53		f 6.04		1247.4		ADEN				49.6			f 10.10	
												3.9								
71 P		9.06		11.51		4.00		f 6.09		1251.3		PRONTO				45.7			f 10.05	
												3.3								
71 P		9.12		11.58AM		4.06		f 6.13		1254.6		KENZIN				42.4			f 10.01	
												4.8								
107 WOP		9.34		12.20PM		4.19		f 6.24		1259.4	TO	AFTON				37.6			f 9.55	
												5.3								
70 P		9.45		12.36		4.29		f 6.31		1264.7		RUTTER				32.3			f 9.45	
												4.8								
107 P		9.54		12.46		4.37		f 6.37		1269.5		LANARK				27.5			f 9.39	
												5.0								
71 P		10.03		12.55		4.45		f 6.43		1274.5		VEVAY				22.5			f 9.33	
												5.2								
North 82 South 67 YPW		10.12		1.08		4.54		f 6.51		1279.7		STRAUSS				17.3			f 9.27	
												5.5								
71 P		10.22		1.19		5.09		f 7.00		1285.2		LIZARD				11.8			f 9.18	
												4.7								
83 P	11.18PM	10.33	4.40PM	1.30	7.45AM	5.20	7.24PM	f 7.09	1.19PM	1317.7	TO-R	ANAPRA Jct. Hachita Subdivision		TO-R ANAPRA Junction Hachita Subdivision		7.1	f 12.16AM	9.00AM	f 9.10	
												1.4		2.0						
32 P										1319.1		BOWEN		BRICKLAND		5.1				Spur P
												1.0		1.0						
										1320.1		BRICK	Track No. 2	RIO GRANDE	Track No. 1	4.1				
												.8		2.6						
										1320.9		ICE HOUSE XOVER								
												1.9								
I	11.43	10.55	5.05	1.55	8.10	5.43	7.37	7.22	1.32	1322.8		TOWER 6 Jct. T. & N. O. Tracks 1 and 2		TOWER 6 Jct. T. & N. O. Tracks 1 and 2		1.5	12.04	8.48	8.58	I
												0.4		0.4						
BKP Yard							s 7.40PM	s 7.25PM	s 1.35PM	1295.9	R	EL PASO Union Passenger Depot		R EL PASO Union Passenger Depot		1.1	12.01AM	8.45AM	8.55AM	BKP Yard
												1.1		1.1						
WFTPYBK Yard	11.58PM	11.10PM	5.20PM	2.10PM	8.25AM	5.58AM				1297.0	TO-R	EL PASO Octavia Street T. & N-O Yard		TO-R EL PASO Octavia Street Pac. Lines		0.0				WFTPY BK Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(148.2)		(148.7)			Leave Daily	Leave Daily	Leave Daily	
	(0.40) 9.90	(6.35) 22.51	(0.40) 9.90	(7.15) 20.44	(0.40) 9.90	(5.57) 24.90	(0.16) 20.62	(3.40) 40.11	(0.16) 20.62			Time Over District Average Speed perhour		Time Over District Average speed per hour			(0.15) 24.00	(0.15) 24.00	(3.32) 41.77	

Schedule Time and train orders apply as follows: Anapra—Westward trains—WEST switch of EAST crossover; Eastward trains, Deming Subdivision—EAST switch of WEST crossover; Eastward trains, Hachita Subdivision—EAST switch of EAST crossover;

Within the limits of El Paso Union Passenger Depot Company's Yard employes are subject to rules and regulations of that Company.

Distance from San Francisco, Anapra to Tower 6 inclusive, is via Track No. 2.

Lordsburg-Junction switch, Valedon Branch 0.5 mile west of station.

Rule 83-D: Trains must obtain a clearance before leaving Deming.

Distance from San Francisco via Track 1 Anapra to Rio Grande

Anapra	1289.9
Brickland	1291.9
Rio Grande	1292.9

ALAMOGORDO SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD						Distance from San Francisco	Time Table No. 19 May 27, 1934		Distance from Carrizozo	WESTWARD	
	SECOND CLASS				FIRST CLASS						FIRST CLASS	
	996 Freight	994 Freight	992 Freight	990 Freight	4 Golden State Limited	12 Apache					3 Golden State Limited	11 Apache
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily
Yard BKIP					7.55PM	1.50PM	1295.9	R EL PASO Union Passenger Depot 1.1	D. T.	144.0	s 8.30AM	s 11.45PM
Yard FBWYTPK	7.00PM	12.50PM	6.25AM	12.01AM	8.02	1.57	1297.0	TO-R EL PASO Octavia St. T. & N. O. Co. Yard 0.6		142.9	8.23	11.38
IP	7.03	12.53	6.28	12.04	8.05	2.00	1297.6	EL PASO Tower 47 T. & N. O. Co. Connection		142.3	8.20	11.35
YARD P							1297.0	EL PASO Dallas St. Yard 4.5		142.9		
24 Spur P						f	1301.5	FORT BLISS 0.8		138.4		f
107 P	7.35	1.25	7.00	12.35	8.25	f 2.20	1302.3	PLANEPORT 6.7		137.6	7.59	f 11.14
76 P	7.47	1.37	7.20	12.46	8.32	f 2.27	1309.0	PANCHO 7.1		130.9	7.52	f 11.06
106 WP	8.00	1.50	**7.44**	12.59	8.40	f 2.35	1316.1	TO NEWMAN 5.6		123.8	**7.44**	f 10.57
78 P	8.12	2.02	8.00	1.12	8.46	f 2.41	1321.7	HUECO 4.5		118.2	7.37	f 10.50
79 P	8.20	2.10	8.08	1.20	8.51	f 2.46	1326.2	ALVARADO 5.9		113.7	7.31	f 10.44
78 P	8.31	2.21	8.20	1.32	8.57	f 2.52	1332.1	DESERT 7.1		107.8	7.24	f 10.36
77 P	8.43	2.35	8.34	1.45	9.05	f 3.00	1339.2	ELWOOD 5.8		100.7	7.16	f 10.27
126 WYP	9.01	2.48	8.50	2.00	9.14	f 3.09	1345.0	TO OROGRANDE Junction Jarilla Branch 6.3		94.9	7.09	f 10.20
78 P	**9.21**	3.01	9.08	2.12	**9.21**	f 3.16	1351.8	A. B. S. TURQUOISE 5.7		88.6	7.01	f 10.12
77 P	9.30	3.13	9.20	2.22	9.27	f 3.22	1357.0	PAXTON 5.1		82.9	6.54	f 10.05
81 P	9.38	**3.28**	9.30	2.32	9.33	f **3.28**	1362.1	ESCONDIDA 3.9		77.8	6.47	f 9.59
99 P	**9.54**	3.40	9.36	2.39	9.37	f 3.32	1366.0	DUNES 6.3		73.9	6.42	f **9.54**
77 P	10.06	3.52	9.48	2.50	**9.45**	f 3.40	1372.3	VALMONT 5.9		67.6	6.34	f **9.45**
116 P	10.15	4.05	9.59	3.02	9.52	f 3.47	1378.2	OMLEE 4.6		61.7	6.27	f 9.33
184 FBWPK	10.35	4.25	10.20	3.30	s 10.01	s 4.01	1382.8	TO-R ALAMOGORDO 1.4		57.1	s 6.21	s 9.26
YP	10.40	4.30	10.25	3.35	10.04	4.04	1384.2	ALAMOGORDO JCT. 4.4		55.7	6.11	9.15
77 P	10.55	4.45	10.40	3.50	10.09	f 4.11	1388.6	KEARNEY 7.0		51.3	6.06	f 9.10
79 P	11.10	5.00	10.55	4.05	10.17	s 4.22	1395.6	TO TULAROSA 7.4		44.3	s 5.58	s 9.02
77 P	11.25	5.15	11.10	4.20	10 26	f 4.32	1403.0	TEMPORAL 4.2		36.9	5.48	f 8.51
78 P	11.33	5.23	11.18	4.28	10.31	f 4.38	1407.2	SALINAS 5.7		32.7	5.43	f 8.46
78 WP	11.50PM	5.40	11.35	4.43	10.37	f 4.45	1412.9	THREE RIVERS 5.5		27.0	5.36	f 8.39
78 P	12.10AM	6.01	11.55AM	5.03	10.45	f 4.54	1418.4	NORTH 6.1		21.5	5.29	f 8.32
78 WP	12.30	6.25	12.20PM	**5.22**	10.53	f 5.05	1424.5	OSCURA 8.3		15.4	**5.22**	f 8.25
77 P	12.50	6.55	12.40	5.45	11.03	f 5.18	1432.8	POLLY 7.1		7.1	5.13	f 8.16
YARD FBWYPK	1.20AM	7.25PM	1.00PM	6.20AM	s 11.15PM	s 5.30PM	1439.9	TO-R CARRIZOZO		0.0	5.04AM	8.07PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(144.0)			Leave Daily	Leave Daily
	(6.20) 22.56	(6.35) 21.71	(6.35) 21.71	(6.19) 22.68	(3.20) 43.20	(3.40) 39.27		............Time over District ....Average Speed per Hour.........			(3.26) 41.94	(3.38) 39.63

Within the limits of El Paso Union Passenger Depot Company's Yard, employees are subject to rules and regulations of that Company.

Between yard limit board East of Alamogordo Junction and connection between main track and siding located east of Alamogordo station, trains to and from the Cloudcroft Branch may move under authority of block signals only. All trains must move between these points prepared to stop expecting to find main track occupied. Cloudcroft trains must avoid delaying main line trains and should when practicable move through Alamogordo siding instead of through the connection.

First class trains meeting at Alamogordo will use that portion of the siding between the East and West connections just east and west of station; and time table schedules and train orders applicable between first class trains only will apply at these connections.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
3	Any station	Discharge		Tucumcari	Daily

NOTE: Flag stops on Schedule No. 3 for revenue passengers only.

ALAMOGORDO SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD	Distance from San Francisco	Time Table No. 19 May 27, 1934 Cloudcroft Branch	Distance from Russia	WESTWARD
	SECOND CLASS				THIRD CLASS
	970 Mixed				971 Mixed
	Leave Mon. Wed. Fri.		STATIONS		Arrive Mon. Wed. Fri.
177 BFWPK	7.35AM	1382.8	A. B. S. TO-R ALAMOGORDO 1.4	32.3	s 3.00PM
YP	7.40	1384.2	ALAMOGORDO JUNCTION 2.8	30.9	2.50
		1387.0	OLIVERLEE 1.8	28.1	
17 P	f 8.00	1388.8	LA LUZ 3.7	26.3	s 2.35
14	f 8.20	1392.5	EL VALLE 2.9	22.6	f 2.10
15	f 8.35	1395.4	PINTO 3.2	19.7	f 1.55
15 P	s 8.55	1398.6	HIGH ROLLS 0.7	16.5	s 1.35
9 P	s 9.00	1399.3	MOUNTAIN PARK 1.6	15.8	s 1.25
7 WP	f 9.10	1400.9	WOOTEN 2.6	14.2	f 1.15
8 YP	f 9.30	1403.5	TOBOGGAN 0.2	11.6	f 1.00
		1403.7	SWITCHBACK (West End) 0.6	11.4	
		1404.3	SWITCHBACK (East End) 4.4	10.8	
14 WPY	s 10.15	1408.7	TO-R CLOUDCROFT 0.7	6.4	s 12.20
41 Spur	10.20	1409.4	HOTEL 1.2	5.7	12.05PM
11 Spur	f 10.30	1410.6	COX CANON 2.7	4.5	f 11.55AM
2 Spur		1413.3	HUDMANS 1.8	1.8	
22 YP	s 10.55AM	1415.1	RUSSIA	0.0	11.30AM
	Arrive Mon. Wed. Fri.		(32.3)		Leave Mon. Wed. Fri.
	(3.20) 9.69		.... Time over District ....Average speed per hour.........................		(3.30) 9.23

Alamogordo Jct. { East leg of Wye-Derail 427 ft. east of main track switch.
{ West leg of Wye-Derail 192 ft. east of main track switch.
Cloudcroft - Derail 150 ft. West of West wye switch.
Russia - - Derail 837 ft. West of West switch.
Rule 83-D: Trains must obtain clearance before leaving Cloudcroft.

ALAMOGORDO SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD	Distance from San Francisco	Time Table No. 19 May 27, 1934 Capitan Branch	Distance from Capitan	WESTWARD
	SECOND CLASS				THIRD CLASS
	972 Mixed				973 Mixed
	Leave Tue. Fri.		STATIONS		Arrive Tue. Fri.
Yard BWYPKF	6.00AM	1439.9	A. B. S. TO-R CARRIZOZO 0.4	21.3	s 11.20AM
	6.02	1440.3	CARRIZOZO JUNCTION 8.7	20.9	11.15
5 Spur	f 6.50	1449.0	WALNUT 4.4	12.2	s 10.40
		1453.4	SWITCH BACK (East End) 0.4	7.8	
		1453.8	SWITCH BACK (West End) 0.7	7.4	
5 Spur	f 7.35	1454.5	INDIAN DIVIDE 4.2	6.7	f 9.55
27 Spur Y	f 8.00	1458.7	COALORA 2.5	2.5	f 9.25
32 Spur P	s 8.25AM	1461.2	CAPITAN	0.0	9.00AM
	Arrive Tue. Fri.		(21.3)		Leave Tue. Fri.
	(2.25) 8.81		....Time over District................................... ....Average speed per hour..............................		(2.20) 9.13

Carrizozo Jct. { West leg of wye-Derail 283 ft. east of main track switch.
{ East leg of wye-Derail 160 ft. east of main track switch.

SANTA ROSA SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD								Distance from San Francisco		Time Table No. 19 May 27, 1934	Distance from Tucumcari	WESTWARD			
	THIRD CLASS		SECOND CLASS				FIRST CLASS						FIRST CLASS		THIRD CLASS	
	934	932	994	992	990	996	4	12					3	11	933	935
	Local Freight	Local Freight	Freight	Freight	Freight	Freight	Golden State Limited	Apache					Golden State Limited	Apache	Local Freight	Local Freight
	Leave Tue. Thur. Sat.	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tues. Thurs. Sat.	Arrive Mon. Wed. Fri.
Yard FBWYPK		4.00AM	8.20PM	1.30PM	7.00AM	2.00AM	11.23PM	5.40PM	1439.9		TO-R CARRIZOZO 0.4	187.5	s 4.57AM	s 8.00PM	11.00AM	
									1440.3		CARRIZOZO JUNCTION 6.6	187.1				
78 P		**4.46**	8.40	1.55	7.25	2.20	11.34	f 5.53	1446.9		ROBSART 5.3	180.5	**4.46**	f 7.49	10.35	
77 WP		5.10	8.55	2.15	7.45	2.35	11.42	f 6.02	1452.2		COYOTE 7.0	175.2	4.39	f 7.42	10.10	
77 P		5.45	9.15	2.40	8.10	2.55	11.53PM	f 6.13	1459.2		LARGO 4.3	168.2	4.30	f 7.33	9.40	
86 WP		6.10	9.45	3.05	8.40	3.23	12.02AM	s 6.23	1463.5		TO ANCHO 3.5	163.9	4.24	f 7.27	9.25	
106 P		6.30	10.05	3.20	**8.55**	3.40	12.08	f 6.30	1467.0		LUNA 6.0	160.4	4.19	f 7.22	**8.55**	
77 P		7.00	10.30	3.45	9.25	**4.11**	12.17	f 6.40	1473.0		TECOLOTE 4.8	154.4	**4.11**	f 7.14	8.20	
77 P		7.20	10.40	3.55	9.35	4.21	12.24	f 6.49	1477.8		ELDA 4.7	149.6	4.04	f 7.07	7.55	
132 WP		7.45	10.55	4.05	9.50	4.35	12.30	f **7.00**	1482.5		GALLINAS 8.4	144.9	3.58	f **7.00**	7.35	
74 YP		8.25	11.15	4.25	10.06	4.55	12.41	s 7.15	1490.9		TO CORONA 4.3	136.5	3.47	s 6.48	6.55	
75 P		8.40	11.24	4.33	10.15	5.03	12.47	f 7.21	1495.2		VARNEY 3.8	132.2	3.40	f 6.39	6.35	
74 WP		8.55	11.32	4.40	10.23	5.10	12.52	f 7.26	1499.0		TORRANCE 5.4	128.4	3.35	f 6.34	6.15	
77 P		9.20	11.43	4.50	10.35	5.20	12.59	f 7.33	1504.4		HELENA 6.2	123.0	3.28	f 6.27	5.50	
Yard WP		9.50	11.57PM	5.05	10.50	**5.30**	1.07	f 7.41	1510.6		DURAN 6.0	116.8	3.20	f 6.19	**5.30**	
84 P		10.20	12.10AM	5.20	11.05	5.45	1.15	f 7.49	1516.6		INDIOLE 4.9	110.8	3.12	f 6.11	4.45	
84 P		10.40	12.20	5.30	11.15AM	5.55	1.22	f 7.56	1521.5		EPRIS 3.9	105.9	3.05	f 6.04	4.20	
No. 1-105 No. 2-120 KCWP	4.00AM	11.00AM	1.05	**5.58**	**12.10PM**	6.45	s 1.35	s 8.14	1525.4	A. B. S.	TO-R VAUGHN 2.7	102.0	s 2.59	s **5.58**	4.00AM	**12.10PM**
81 P	4.15		1.10	6.04	12.15	6.50	1.40	f 8.19	1528.1		TONY 5.2	99.3	2.48	f 5.47		11.59AM
77 P	4.40		1.24	6.13	12.25	7.00	1.48	f 8.26	1533.3		LEONCITO 6.7	94.1	2.41	f 5.40		11.40
78 P	5.10		1.40	6.25	12.37	7.12	1.57	f 8.35	1540.0		WINKLE 7.2	87.4	2.33	f 5.32		11.15
109 WP	5.50		1.58	6.37	12.55	7.35	2.07	f 8.44	1547.2		TO PASTURA 5.2	80.2	2.24	f 5.23		10.55
77 P	6.15		**2.15**	6.46	1.05	7.45	**2.15**	f 8.51	1552.4		GUADALUPE 6.1	75.0	**2.15**	f 5.16		10.30
77 P	6.45		2.35	6.57	1.17	7.57	2.24	f 9.00	1558.5		ARABELLA 5.2	68.9	2.03	f 5.07		10.10
77 CP	7.15		2.50	7.10	1.30	8.10	2.32	f 9.08	1563.7		PINTADO 4.6	63.7	1.55	f 4.59		9.45
No. 1-79 No. 2-73 WYP	**8.20**		3.00	7.20	1.40	**8.20**	2.40	s 9.21	1568.3		TO SANTA ROSA 5.7	59.1	f 1.49	s 4.53		9.20
99 P	8.40		3.15	7.35	1.55	**8.35**	2.49	f 9.31	1574.0		HAWKS 3.4	53.4	1.39	f 4.41		**8.35**
76 P	8.55		3.25	7.45	2.05	8.45	2.55	f 9.36	1577.4		LOS TANOS 2.9	50.0	1.35	f 4.37		8.10
102 P	9.05		3.35	7.55	2.15	8.55	2.59	f 9.42	1580.3		ALCOR 5.5	47.1	1.31	f 4.33		7.50
107 P	9.25		3.50	8.15	2.35	9.15	3.08	s 9.54	1585.8		TO CUERVO 8.9	41.6	1.24	s 4.25		7.25
107 P	10.00		4.10	8.35	2.55	9.30	3.21	f 10.06	1594.7		NEWKIRK 5.7	32.7	1.14	f 4.13		6.40
76 P	10.25		4.20	8.45	3.10	9.40	3.30	f 10.14	1600.4		SIMMONS 6.3	27.0	1.07	f 4.06		6.15
107 WP	10.45		4.35	9.00	3.24	9.55	3.40	f 10.25	1606.7		MONTOYA 8.8	20.7	12.59	f 3.59		5.45
77 P	11.30		**4.55**	9.20	**3.48**	10.15	3.53	f 10.37	1615.5		PALOMAS 6.4	11.9	12.48	f **3.48**		**4.55**
76 P	11.55AM		5.10	9.35	4.20	10.27	**4.03**	f 10.47	1621.9		HARGIS 5.5	5.5	12.40	f 3.40		**4.03**
Yard FWYTPBK	12.10PM		5.30AM	10.00PM	4.45PM	10.45AM	s 4.15AM	s 11.00PM	1627.4		TO-R TUCUMCARI	0.0	12.30AM	3.30PM		3.45AM
	Arrive Tue. Thur. Sat.	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(187.5)		Leave Daily	Leave Daily	Leave Tues. Thurs. Sat.	Leave Mon. Wed. Fri.
	(8.10) 12.50	(7.00) 12.21	(9.10) 20.43	(8.30) 22.06	(9.45) 19.23	(8.45) 21.43	(4.52) 38.52	(5.20) 35.15			Time over District Average speed per hour		(4.27) 42.13	(4.30) 41.46	(7.00) 12.21	(8.25) 12.11

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
4	Santa Rosa	Receive	Only for stations train is scheduled to stop.		Daily
3	Any Station	Discharge		Tucumcari	Daily

Note: Flag stops on Schedule No. 3 for revenue passengers only.

At Tucumcari-Schedule time and train orders, first class trains apply at passenger station.
Additional Station: Montoya Water Spur, M. P. 1606.0

DEMING SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 19
May 27, 1934
Valedon Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Valedon
40	1148.3	OIL SIDING	4.3
		3.2	
Spur 7	1150.1	SHAKESPEARE	1.1
		0.6	
Spur 4	1150.7	LAWRENCE	0.5
		0.5	
3 P	1151.2	VALEDON	0.0

Derail in connecting track between main track and Oil Siding, 295 ft. west of main track switch. Normal position of switch at east end Valedon Branch MP 1147.75, is for Oil Siding.

Trains on Valedon Branch must operate with caution. End of track Valedon Branch is at M.P. 1151.10, just west of "85" Mine ore bin.

DEMING SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 19
May 27, 1934
Clifton Branch

Capacity of Sidings in Car Lengths		SECOND CLASS 952 Mixed Leave Daily Except Sun.	Distance from San Francisco		STATIONS	Distance from Clifton	THIRD CLASS 953 Mixed Arrive Daily Except Sun.
WPYTBKF Yard		3.40PM	1148.3	TO-R	LORDSBURG	69.9	s 11.40PM
					9.8		
52		f 4.03	1156.2		VEITCH	60.1	f 11.15
					9.1		
43	P	f 4.23	1165.3		SUMMIT	51.0	f 10.55
					5.5		
35		f 4.34	1170.8		FOSTER	45.5	f 10.43
					5.4		
39		f 4.45	1176.2		THOMSON	40.1	f 10.30
					4.7		
7		f 4.55	1180.9		FRANKLIN	35.4	f 10.19
					3.4		
50	WP	s 5.07	1184.3	TO	DUNCAN	32.0	s 10.10
					2.6		
15		f 5.15	1186.9		FOX	29.4	f 9.58
					5.7		
51		f 5.33	1192.6		SHELDON	23.7	f 9.38
					6.5		
43		f 5.53	1199.1		YORK	17.2	f 9.14
					6.1		
26	WP	f 6.13	1205.2		GUTHRIE	11.1	f 8.52
					4.6		
23	P	f 6.28	1209.8		SOUTH SIDING	6.5	f 8.36
					4.4		
	P	f 6.53	1214.2		SMELTER	2.1	f 8.20
					2.1		
WTP Yard		s 7.10PM	1216.3	TO-R	CLIFTON	0.0	8.10PM
		Arrive Daily Except Sun.			(69.9)		Leave Daily Except Sun.

(3.30) .... Time Over District .... (3.30)
19.97 .... Average speed per hour 19.97

Nos. 952 and 953 stop at Centre St., Clifton, for passengers.

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 19
May 27, 1934
Ft. Huachuca Branch

Capacity of Sidings in Car Lengths		SECOND CLASS 946 Mixed Leave Fri. Only	SECOND CLASS 942 Mixed Leave Tue. Only	Distance from San Francisco		STATIONS	Distance from Ft. Huachuca	THIRD CLASS 943 Mixed Arrive Tue. Only	THIRD CLASS 947 Mixed Arrive Fri. Only
N. 77 S. 33	YP	3.20PM	2.00PM	1058.8	R	LEWIS SPRINGS	13.2	s 3.25PM	s 4.50PM
						10.1			
23		f 3.44	f 2.24	1068.9		GARDEN CANON	3.1	f 3.01	f 4.26
						3.1			
34	YB	s 3.55PM	s 2.35PM	1072.0	TO-R	FT. HUACHUCA	0.0	2.50PM	4.15PM
		Arrive Fri. Only	Arrive Tue. Only			(13.2)		Leave Tue. Only	Leave Fri. Only

(0.35) (0.35) .... Time Over District .... (0.35) (0.35)
22.62 22.62 .... Average speed per hour 22.62 22.62

Lewis Springs - Derail Main Track 237 feet east of junction Switch

ALAMOGORDO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 19
May 27, 1934
Jarilla Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Zora
119	WYP	1345.0	TO	OROGRANDE Junction Jarilla Branch	4.9
				0.5	
40	Spur	1345.5		SMELTER	4.4
				2.3	
9	Spur	1347.8		MURRAY	2.1
				0.1	
12		1347.9		JARILLA	2.0
				0.6	
33	Spur	1348.5		LUCKY MINE	1.4
				0.4	
4	Spur	1348.9		JARILLA RED. CO.	1.0
				0.7	
2	Spur	1349.6		PARKER	0.3
				0.3	
		1349.9		ZORA	0.0
				(4.9)	

Track cannot be used east of sign, "Engines and cars must not pass this point", located one-half mile east of east wye branch switch.

Orogrande - Derail 190 ft. east of wye switch. - Derail 5975 ft. east of wye switch.

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 19
May. 27 1934
Bisbee-Lowell Cut-off

Capacity of Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Lowell
77	P	1088.3	CORTA	2.8
			1.3	
Spur	13	1089.6	WARREN	1.5
			1.5	
Spur	PW 10	1091.7	LOWELL	0.0
			(2.8)	

.... Time Over District ....
.... Average speed per hour ....

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 19
May. 27 1934
Bisbee Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Bisbee
Yard	YWPC	1085.0	TO-R	BISBEE JUNCTION	7.8
				3.2	
77	P	1088.3		CORTA	4.6
				1.5	
Yd	YWPOBK	1089.8		DON LUIS	3.1
				1.0	
No. 1-20 No. 2-17		1090.8		GALENA	2.1
				0.9	
WP Spur	10	1091.7		LOWELL	1.2
				1.2	
14	P	1092.9	TO	BISBEE	0.0
				(7.8)	

.... Time Over District ....
.... Average speed per hour ....

Bisbee Jct.-East leg of wye is main track of Bisbee Branch.
Corta-Normal position of junction switch is for Bisbee-Lowell cut-off via Warren.
Don Luis-East and west wye switches must be kept lined for Don Luis Yard.
Bisbee-Derail in main track 225 ft. west of station

SANTA ROSA SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 19
May 27, 1934
Dawson Branch

Capacity of Sidings in Car Lengths		SECOND CLASS 974 Mixed Leave Daily Except Sun.	Distance from San Francisco		STATIONS	Distance from Dawson	SECOND CLASS 975 Mixed Arrive Daily Except Sun.
Yard	TWYPBKF	6.30AM	1627.4	TO-R	TUCUMCARI	132.0	s 6.00PM
					7.5		
45	P	f 6.50	1634.9		BASCOM	124.5	f 5.20
					5.5		
33	P	f 7.12	1640.4		CANADIAN	119.0	f 4.48
					9.7		
45	P	f 7.38	1650.1		ATARQUE	109.3	f 4.22
					5.5		
1	Spur	f	1655.6		TRIGG RANCH	103.8	f
					6.1		
33	YWP	s 8.16	1661.7		CAMPANA	97.7	s 3.44
					5.9		
33	P	f 8.38	1667.6		MEDIO	91.8	f 3.15
					5.4		
63	CYP	f 9.00	1673.0		CABEZA	86.4	f 2.45
					4.9		
77	P	s 9.15	1677.9	TO	MOSQUERO	81.5	s 2.30
					8.4		
56	P	s 9.33	1686.3		SOLANA	73.1	s 1.55
					9.8		
33	P	s 9.55 ¶10.20	1696.1	TO	ROY	63.3	¶ 1.30 s 12.35
					10.3		
62	YP	s 10.55	1706.4		MILLS	53.0	s 12.10PM
					4.3		
79	P	f 11.10	1710.7		ALICIA	48.7	f 11.40AM
					4.9		
61	WP	s 11.25	1715.6		ABBOTT	43.8	s 11.25
					6.2		
55	P	f 11.40AM	1721.8		VERNON	37.6	f 10.50
					8.0		
40	CYP	s 12.05PM	1729.8		TAYLOR	29.6	s 10.30
					11.5		
	P	s 12.35 12.50	1741.3		FRENCH	18.1	9.30 s 9.20
					0.4		
31	P	f 12.55	1741.7		LLOYD	17.7	f 9.15
					12.6		
Yard	PI	f 1.45	1754.3		COLFAX A. T. & S. F. R. R. Crossing	5.1	f 8.50
					5.1		
Yard	YCWTPBK	s 2.30PM	1759.4	TO-R	DAWSON	0.0	8.30AM
		Arrive Daily Except Sun.			(132.0)		Leave Daily Except Sun.

(8.00) .... Time over District .... (9.30)
16.50 .... Average Speed per hour 13.89

Dawson Yard-Derail 550 ft. west of west switch.
French-Time shown at French applies at A. T. & S. F. station, and is for information only.
Rule 83-D: No. 975 must obtain clearance before leaving French.

SPECIAL INSTRUCTIONS

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

El Paso	R. R. Benjamin, 212 Mills St.
El Paso	Art Kassel, 910 No. Piedras St.
Tucson	Greenwald & Adams
Tucson	H. L. Tucker
Douglas	T. M. Howard, c/o Phelps Dodge Mercantile Co.
Bisbee	L. L. Gilman
Lordsburg	H. H. Conder
Alamogordo	A. Sorenson & Son
Tucumcari	E. E. Rivers

RULE 7. Not necessary at stations within automatic block or signal dispatching limits to have as part of station equipment, a lantern fitted with red globe.

A lantern fitted with white globe must be on hand at all times and maintained ready for immediate use. It need not be kept lighted between sunset and sunrise.

RULE 14. At junction points when recalling flagman on diverging route use:

Four long and one short sounds to recall flagman from the west.

Five long and one short sounds to recall flagman from the east, except Hachita Subdivision trains at Anapra recalling flagman from the west, will use four long and one short sounds.

Westward trains from Rio Grande Division at Mescal when recalling flagman from the east, five long and one short sounds.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). Extra trains may register by ticket at Mescal and Anapra.

Only trains originating and terminating will register at:
Fairbank, Benson,
Bisbee Junction,
Vaughn, Alamogordo.

Engineers of light engines arriving Tucson via Rio Grande Division will leave register ticket Form 2642 with engine dispatcher who will deliver promptly to the operator.

RULE 83 (B). Conductors of trains the schedule of which does not originate or terminate at El Paso (Octavia Street) and pass that point will register by Form 2642. Conductors of trains the schedule of which terminates at El Paso Union Passenger Depot will register by Form 2642 in addition to complying with provisions of Rule 83 (A). Conductors of all trains passing may register by Form 2642 at Anapra, and all trains leaving El Paso Union Passenger Depot registering by Form 2642 at Anapra or El Paso (Octavia Street) will write on the bottom of the form time of departure.

Regular trains may register by Form 2642 at Mescal.

All trains operating over branch lines arriving or departing Fairbank, will register at Fairbank.

RULE 83 (D). Trains leaving Tucson routed Mescal and Rio Grande Division must obtain two clearances, one marked Tucson Division and one marked Rio Grande Division.

Westward trains leaving El Paso (Octavia Street) routed via Anapra and Hachita Subdivision must obtain two clearances, one marked Deming Subdivision and one marked Hachita Subdivision before leaving that point.

Trains of the Hachita Subdivision may move Anapra to El Paso with current of traffic as authorized into Anapra. It will not be necessary to obtain clearance at Anapra, provided proceed train order signal is received, except all trains originating at El Paso Union Passenger Depot must obtain clearance before passing Anapra.

El Paso (Octavia Street) is a train order office only for trains originating there and for trains originating at El Paso Union Passenger Depot. Trains originating at El Paso Union Passenger Depot will proceed westward to Anapra or Eastward to El Paso (Octavia Street), where they will obtain a clearance and, when necessary, check of trains. Sections of Westward schedules and Westward extra trains originating at El Paso Union Passenger Depot must obtain train orders at Anapra, and sections of Eastward schedules and Eastward extra trains must obtain train orders at El Paso (Octavia Street) for movement beyond those points.

RULE 93. YARD LIMITS.—Are defined by yard limit boards at the following stations:

Tucson
Benson
Lordsburg
Deming
Fairbank
Bisbee Jct.
Bisbee
Douglas
Hachita
Columbus
El Paso
Clifton
Alamogordo
Cloudcroft
Russia
Carrizozo
Capitan
Tucumcari
Santa Rosa
Vaughn
Dawson

Portions of main track not protected by automatic block signals are located and described as follows:

EL PASO: (1) Pacific Lines Tracks Nos. 1 and 2 and T. & N. O. Tracks Nos. 1 and 2 and Pacific Lines main track (former E. P. & S. W. tracks) between interlocking home signals west of Interlocking Station, Tower No. 6, governing the movement of eastward trains, and interlocking home signals east of Interlocking Station, Tower No. 47, governing the movement of westward trains.

(2) Tracks within the limits of the El Paso Union Passenger Depot Company's yard.

Comply with the third paragraph of Rule 93 within these specified limits.

RULE 95. The number of sections of a schedule, if any, to be run out of El Paso Union Passenger Depot will be arranged by Chief Train Dispatcher and signals will be displayed to Anapra or to El Paso (Octavia Street) according to instructions.

RULE D-97. (A). Extra trains may leave El Paso Union Passenger Depot as directed by Chief Train Dispatcher.

RULE 103 (A). **This rule pertains to switching movements over public crossings either by yard or road crews. It is not to be confused with pulling or shoving movements which are covered by Rule 103. It pertains to movements when making drop and kicking or cutting off cars over a public street or highway crossing not protected by gates or flagman, in which instance a member of the crew should take position at the crossing to protect it before movement is started.**

RULE 104. The normal position of initial switch Dawson Branch at Tucumcari is for stock track.

RULE D-151. On double track between El Paso (Octavia Street) and Anapra westward trains will use track No. 1 and eastward trains will use track No. 2. Eastward trains may detour through icehouse crossover to Tower 6, thence via T&NO track No. 2 or through Union Depot tracks to El Paso (Octavia Street) T&NO yard.

Trains moving with current of traffic between Anapra and El Paso (Octavia Street) may do so irrespective of time table superiority avoiding, when possible, delays to first class trains.

RULE 221. Light will not be displayed in train order signals on Dawson Branch, at Patagonia on Patagonia Branch, at Duncan on Clifton Branch, nor at Curtiss on Benson-Fairbank Branch except when train orders are to be delivered.

RULE 221 (A). It is not necessary for Train Dispatcher to O. K. a clearance before it and train orders are delivered provided said orders affect movement of train wholly within block system or signal dispatching limits; operators will not transmit the address or order numbers from clearance unless requested to do so by Train Dispatcher, neither will they complete that portion of clearance (Form CS-2643) reading "O. K. at______M. ______Chief Train Dispatcher." If the orders affect movement either wholly or in part outside of block system or signal dispatching limits, operators must obtain Train Dispatcher's O. K. before the orders are delivered.

RULE 827. On freight trains when conditions are favorable and in the judgment of conductor it is safe to do so, a distance of 60 miles may be run without stopping for train inspection. Inspection must be made at any intermediate stop.

Freight trains on descending grade must stop at least five minutes for inspection at:

Vail
Campstone
Patagonia
Medio
Campana
High Rolls
La Luz
Walnut

The same inspection as is required of freight trains will be made of engines running light, descending grades of 1½ per cent or over.

Highway crossings at these stations must not be blocked while train inspection is being made.

RULE 880. Engineers working on territory covered by S. P. Engineers' Agreement who have had less than 610 days actual experience as engineers in freight service, and less than 60 days experience on the division, must not be used in passenger service. When engineers with less than 610 days experience and less than 60 days service as engineers on the district, and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle engine next to train, experienced men to handle leading engine.

Enginemen working on territory covered by Agreement former E. P. & S. W. System will be governed by Article 28, Section 7, of former E. P. & S. W. Firemen's Agreement and by Art. 27, Sec. 7, of former E. P. & S. W. Engineers' Agreement.

METHOD OF TRAIN DISPATCHING BETWEEN TUCSON AND MESCAL

(A) Rio Grande Division North Line Dispatchers will handle eastward track (No. 2) and Rio Grande Division South Line Dispatchers will handle westward track (No. 1) between Tucson and Mescal. Double track forms D-R and D-S must not be used. If, in event it becomes necessary to move a train against the current of traffic, it must be run extra specifying the track to be used and single track rules will apply between such trains and those moving normally. Dispatchers must create work extras only on their respective tracks.

(B) Rio Grande Division North Line Dispatchers may issue orders under form G example 1, and forms F and K applying westward Mescal to Tucson over westward track (No. 1).

(C) Rio Grande Division South Line Dispatchers may issue orders under form G example 1, and forms F and K applying eastward Tucson to Mescal over eastward track (No. 2).

(D) Before moving an eastward extra against the current of traffic on westward track (No. 1), a transfer of orders issued under form G example 1, and forms F and K applying between Mescal and Tucson must be obtained from Dispatcher of eastward track (No. 2).

(E) Before moving a westward extra against the current of traffic on eastward track (No. 2), a transfer of orders issued under form G example 1, and forms F and K applying between Tucson and Mescal must be obtained from the Dispatcher of westward track (No. 1).

(F) Rio Grande Division eastward trains must obtain two clearances before leaving Tucson, one marked Tucson Division and one marked Rio Grande Division.

Rule 83 (D) will not apply at Mescal. Trains will be governed by train order signal.

AIR BRAKES

1 Freight train tonnage must not exceed an average of 80 Ms per operative brake between Russia and La Luz, 120 Ms per operative brake between Indian Divide and Walnut, and 160 Ms per operative brake between Cabeza and Campana.

2 Passenger trains will make running air test as follows:
Westward before passing Cabeza.
Eastward and Westward before passing M. P. 1488.85.

3 Standing air brake tests must be made by freight trains immediately prior to departure at:

Russia, westward
Cloudcroft, westward
High Rolls, westward
Indian Divide, westward
Walnut, westward
Mosquero, westward
Cabeza, westward
Medio, westward
Sonoita
Tombstone, westward
South Siding
Ft. Huachuca, westward

4 Westward trains between Mosquero and Campana, and on the Capitan and Cloudcroft Branches must use 90 pounds brake pipe pressure.

5 Under Rule 11, Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus, air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, must be made as follows:

After the train is made up and the engine attached, the engineer must apply brakes with a 20-pound service reduction and leave them applied. The trainmen must then pass along the train to determine that brake is applied on each car. The numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to the rear of train, next ahead of the caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, the latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If it be necessary to switch any cars to the rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

USE OF RETAINERS

10 Conductor and engineer after consulting may use necessary retainers on train of less than 100Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack.

Westward trains will use all retainers from Cabeza to Campana, from Indian Divide to Walnut, and from Zora to Orogrande. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Sufficient retainers will be used on **Westward trains between Planeport and El Paso to adjust slack.**

11 Where retainers are used the rate of speed of freight trains on any grade of 1% or over will not exceed twenty-five miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than **three minutes. This** will not be authority to exceed other specified speed restrictions.

12 Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air compressor, will use fifty per cent of retainers Don Luis to Bisbee Junction. Trains, handled by engines not equipped with cross compound air compressor, will use all retainers Don Luis to Bisbee Junction and fifty per cent of retainers Bisbee Junction to Forrest.

AUTOMATIC BLOCK SYSTEM

TRACK No. 1: When a block signal indicates "STOP" trains may proceed as follows:

Westward trains Tower 6 to Anapra will be governed by Rule 509 as applicable to double track, and if or when trains are moved Anapra to Tower 6 will be governed by Rule 509 as applicable to single track.

Westward trains Mescal to Tucson will be governed by Rule 509 as applicable to double track, and if or when trains are moved Tucson to Mescal Eastward trains Tucson to Signal 10078, just east of east switch Empire, will have no block signal protection, and from Signal 10078 to Mescal will be governed by Rule 509 as applicable to single track.

TRACK No. 2: When a block signal indicates "STOP" trains may proceed as follows:

Eastward trains moving Anapra to Tower 6 will be governed by Rule 509 as applicable to double track, and if or when trains are moved Tower 6 to Anapra, will be governed by Rule 509 as applicable to single track.

Between Polvo and Tucson, automatic signals are on the left and signals used by trackmen will be placed on the left of the track in the direction of movement.

Signals displaying indication in both upper and lower quadrants are in service. Indications of upper quadrant type are as follows:

Home Signals

"Arm extended at right angles to the Signal Mast by day and in addition red light by night indicates—STOP."

"Arm extended upward parallel to the signal mast by day and in addition green light by night indicates—PROCEED."

Distant Signals

"Arm extended at right angles to the Signal Mast by day and in addition yellow light by night indicates—CAUTION."

"Arm extended upward parallel to the signal mast by day and in addition green light by night indicates—PROCEED."

RULE 509. When a block signal in advance of facing point oil buffer spring switch indicates stop, careful examination of switch must be made before passing over it.

Anapra:

East switch of the east cross-over, and west switch of the west cross-over at Anapra are oil buffer spring switches.

Speed of trains over either switch is restricted to 15 miles per hour facing and to 30 miles per hour trailing the points.

Trains trailing must not take up slack or back up until switch has been thrown by hand.

When necessary to throw either switch by hand, lever must be operated slowly keeping a steady pressure on lever until points are against the stock rail.

No running switches are permitted.

Benson Jct.:

Eastward Benson-Fairbank Branch trains must not occupy track between block signal limit sign (on Benson Line) and Benson Junction switch, while waiting for main line trains, and must not enter block signal circuit without authority of Train Dispatcher unless protected in accordance with Rule 99.

INTERLOCKING

Mescal:

Interlocking signals of the Rio Grande Division will display indication in the upper quadrant (See description under Automatic Block System.)

Limits are between home signals governing east switch of east crossover and west switch of west crossover of the Rio Grande Division, and home signals governing east switches and west switches of sidings of the Tucson Division. Switches are controlled by signal operator, except switch leading from North Siding to cinder track, to spur track, from South Siding on both legs of wye and to west end of coal track.

Switch and derail at east end of coal track are hand throw switches but must not be used until permission is secured from signal operator.

Where yellow hand signals cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switch by hand in event the remote control appliance is inoperative.

Whistle Signals as follows:

Eastward trains enroute Rio Grande Division—one long and four short.
Eastward trains for South Siding—one short, one long and one short.
Eastward trains from South Siding to Rio Grande Division—one short, one long and two short.
Westward trains from North Siding to Track No. 1—two long and two short.
Westward Rio Grande Division trains enroute Track No. 1—one long, one short and one long.
Westward trains from Rio Grande Division through East Crossover—one short, two long and one short.

Route must be secured from signal operator for other movements.

The beginning of the Rio Grande Division single track is at east switch of east crossover.

El Paso—Tower 6:

(Note.—Upper arm at switch leading to Union Depot governs route to Union Depot track. The lower arm governs the route to either the T. & N. O. or Pacific Lines freight yard.)

Whistle signals as follows:

Main track movements in either direction with current of traffic—one long.
Main track movements between Pacific Lines No. 2 Track and T. & N. O. double track in either direction—one short, one long and one short.
Other main track movements in either direction against current of traffic—one short and two long.
T. & N. O. Union Depot connection, from any direction—one long, two short and one long.
Pacific Lines Union Depot connection, from any direction—one long, one short and one long.

El Paso—Tower 47:

Whistle signals as follows:

Main track movements in either direction with current of traffic—one long.
Main track movements in either direction against current of traffic—one short and two long.
North lead, Eastward—one long, one short, one long and one short.
North lead, Westward—one long, one short and one long.
South lead, Eastward—one short, two long and one short.
South lead, Westward—two short and two long.
To T. & P. main track—two short, one long and one short.
Westward to west yard—one short, one long and two short.
To East Yard—two long and two short.
Eastward to West Yard—one short, one long and one short.
To Alamogordo Subdivision from T. & N. O. Yard—one long, two short and one long.
From West Yard to Alamogordo Subdivision—three long and one short.
From Alamogordo Subdivision to T. & N. O. Yard—one long.
From Alamogordo Subdivision to West Yard—two short, two long and one short.
S. P. Shop Lead Eastward from any point—two short, two long and two short.
S. P. Shop Lead Westward from any point—two short, one long and two short.
S. P. Roundhouse Lead Eastward—one short, two long and two short.
S. P. Roundhouse Lead Westward—two short, two long and one short.

MISCELLANEOUS

20 Helpers may be placed behind caboose if of steel underframe construction and cars ahead of caboose are not rear end cars; otherwise cut in ahead of twenty-five per cent of tonnage, or more if necessary to cut in ahead of all rear end cars; or if in opinion of conductor conditions are favorable helpers may be put on head end of train.

21 Helper must not couple to, or uncouple from train, while train is in motion.

22 Trainmen and yardmen, handling or placing passenger equipment (except official cars) in freight trains, must place such equipment next to caboose, provided rear end freight cars in train will permit.

Wooden underframe freight cars or freight cars equipped with wooden draft timbers, must be placed next ahead of passenger cars if handled in mixed trains, except that when handled in same train with wooden frame outfit cars or wooden underframe flat cars they must be placed next ahead of the outfit or flat cars.

23 Engine crews, using coal burning engines, must keep ash pans closed while running, and dump cinders only at water columns or coaling stations, except in an emergency. Crews dumping cinders must thoroughly wet and know that fire is extinguished, except where there is a cinderman to do so. If dumped on main track except at water stations where ties are covered, they must be shoveled from track. At coal chutes which are constructed of wood engines must be moved a safe distance before dumping, to prevent fire.

24 Where conditions require, passenger engineers will make additional water stops, if necessary, to use sprinkler properly in dusty territory, or where engines regularly clean fires, or where track has been disturbed by track men.

25 Short movements with heavy freight trains to spot for oil or water are prohibited. In all cases where it is necessary to make a short move with a heavy freight train to reach water or oil column, including that required to spot second engine of double header, locomotives must be cut off before spotting at column.

26 When openings have been made at highway crossings at stations by trains on main track or siding, highway traffic must be protected against approaching trains on other tracks.

When coupling to cars near a street or highway crossing not otherwise protected, a member of crew must protect street or highway traffic.

In performing work at stations, locomotives or cars must not stand on street or highway crossings.

27 Blow-off cocks, sanders or injectors must not be used, or locomotive boosters started, while passing over oil buffer spring switches.

EL PASO TERMINAL

35 Between Tower 47 and Tower 6, El Paso, the north track will be known as T&NO track No. 1 and the south track as T&NO track No. 2. Main tracks between Tower 47, El Paso (Octavia Street), and El Paso (Union Depot) and Tower 6 will be used jointly by trains of the T&NO and Rio Grande Division. Trains between these points will run with caution, expecting to find main track occupied. Second class and inferior trains and engines must not occupy main track between these points when it is known a first class train will be delayed. T&NO and Alamogordo Subdivision eastward first class trains use T&NO track No. 2 from El Paso Union Depot connection to Tower 47. T&NO and Alamogordo Subdivision westward first class trains use T&NO track No. 1 from Tower 47 to El Paso Union Depot connection. Trains and engines from Deming Subdivision use T&NO track No. 2 between Tower 6 and El Paso Union Depot connection to El Paso (Octavia Street) T&NO yard.

36 Eastward movements trailing thru oil buffer spring switch at east end of icehouse track, El Paso, west of Tower 6, must not exceed 25 miles per hour. Trains trailing must not take up slack or back up until switch has been thrown by hand. When necessary to throw switch by hand, lever must be operated slowly, keeping a steady pressure on lever until points are against the stock rail. No running switches are permitted.

37 Trains must approach junction switches of Ice House Crossover with caution.

38 Trains, entering or leaving Union Passenger Depot Yard, will do so with caution.

39 Before detaching engine in El Paso, T&NO freight yard, brakes must be set on at least five cars on east end of train when train or part of train is left west of Octavia Street.

41 In case traffic light signals protecting street crossings, North Campbell Street to West Main Street, inclusive, fail, all movements over these street crossings must be preceded by flagman.

42 Westward trains and yard engines on Pacific Lines Tracks Nos. 1 and 2 must not exceed a speed of six miles per hour over North Campbell Street.

43 Movements on River Track over following crossings must be preceded by flagman:

Dallas Street
Bassett Avenue
Magoffin Avenue
Myrtle Avenue
Texas Street
East San Antonio Street

44 Switch west end of Ice House crossover is a remote control and operated by signal operator from Tower 6. In event the remote control appliance is inoperative, trains stopped will call signal operator by telephone and secure permission to throw switch by hand. To throw switch by hand after securing permission from signal operator crank must be secured from container, located on side of battery booth. On end of driving shaft is a cap secured by lock. Cap must be removed and crank inserted, grinding switch until it locks to route desired, after which signal operator can clear signal if in working order. If not, he will issue instructions to proceed with caution. The switch must be relined, cap restored and crank replaced.

45 East leg of Pacific Lines wye connecting Alamogordo Subdivision main track with roundhouse lead at El Paso cannot be used by engines with more than 11-foot rigid wheel base.

46 Trains entering El Paso which become disabled and block street crossings will, as soon as possible, call yardmaster in order to secure assistance of yard engine to avoid unnecessary delay in clearing street crossings.

47 Old T. & N. O. eastward main track must not be used between icehouse crossover and turnout to westward main track No. 1 near Rio Grande River Bridge.

EL PASO-LORDSBURG

50 The use of engines on yard and other tracks is restricted as follows:

Lordsburg—Larger than consolidation class must not be used on transfer and house tracks, A. & N. M. yard.

Deming—Larger than consolidation must not use Continental Oil spur.

Strauss-Engines must not use curved portion of either leg of wye tracks, except engines may use that part of west leg of wye to pick up or spot cars at unloading box west of pumphouse.

51 House track at Deming must be kept clear between east switch and Gold Avenue.

52 At Deming an opening of at least two cars must be made on interchange track opposite water column near coal chute.

53 Engines will not take water at Akela except in emergency. Water spout must be pointed east when not in use.

55 Look out for drifted sand between Anapra and Deming.

EL PASO-TUCSON

70 The use of engines on yard and other tracks is restricted as follows:

Douglas—S. P. and F class locomotives must not use Government spur, Brewery tracks, or tracks serving Gypsum plant.

Engines larger than consolidation class must not use following tracks:

Lewis Springs—West leg of wye.
Naco—Old wye spur.
Bisbee Jct.—Connection between ore track and Bisbee Pocket.
Calumet—Trestle work of tracks serving ore bins Phelps Dodge Smelter.

72 At Forrest in switching Pauls Spur use air brakes on all cars.

73 An opening of five car lengths must be left each side of crossing east of Naco passenger station.

74 Movements must be preceded by flagman over the following crossings at Douglas:

Queen track—All street crossings.
Nacozari lead—Park crossing.
14th Street crossing.
16th Street crossings (when crossing bell is inoperative).

75 Movements must be preceded by flagman over the following crossings at C. & A. Smelter:

Crossing Nos. 1 and 2 tracks.
Crossing on lead to Acid Loading Plant.
Crossing on lead to Calcine track.

76 Reduce speed and look out for drifted sand and caving banks, both approaches to Rio Grande Tunnel and between the Tunnel and Columbus, also for fallen rocks on curve between Milepost 1053.5 and 1053.8.

77 Westward freight trains take full tank of water at Rodeo, if no unusual delay will result, and avoid taking water at Apache.

78 Conductors must ascertain if Bus Line connection has arrived at Bisbee Junction, and if not, if they are to wait.

79 Water must not be taken at Marsh or Rita except in an emergency and then only enough to make Tucson.

Westward trains must have sufficient water to make Tucson before passing last water tank east of Mescal.

80 When taking water at Noria only enough must be taken to reach Columbus or El Paso.

81 Water must not be taken at Forrest or Hereford except when necessary, and then only enough to reach the next water station.

82 Water must not be taken at Hermanas unless necessary, and then only enough to make next water station.

83 Locomotives using coal track spur at Rodeo or coal track at Columbus, must not be operated over coal hopper.

EL PASO-TUCUMCARI

90 Look out for drifted sand between Planeport and Alvarado, Turquoise and Paxton, and switches at Temporal and Robsart; and for fallen rocks and trees during or after rains or thaws between Arabella and Pintado, and Santa Rosa and Hawks.

91 Report to Chief Train Dispatcher from first point of communication, any leak in water service pipe line between Carrizozo and Pastura.

92 Freight trains taking water at Alamogordo from main track, will, when practicable, use East water column so as to avoid dumping cinders around switch and frog of East switch to house pocket.

When on siding cinders may be dumped at either column, and freight train on siding should use West column.

93 Duran—Cinders must not be dumped on turnout track, switches or frogs at water column.

94 Normal position of inside cutoff switch East end Pastura siding is lined and locked for stock track.

95 All eastward trains take full tank of water at Orogrande. Westward trains, except first class, when taking water at Alamogordo, must take only enough to reach Orogrande.

96 If necessary to take water between Pastura and Tucumcari, eastward freight trains must take full tank of water at Pastura.

97 Hawks—Engines must not use industry spur beyond west side of loading tipple.

98 Tucumcari-Engines heavier than C-19 class (3400) must not be operated on following tracks:

Dawson Yard, including wye.
Repair tracks,
Water spur,
Peco spur,
Ice track.
Coal storage tracks.

If engines heavier than C-19 class are used in switching and it is necessary to place on or remove cars from these tracks, use sufficient cars to prevent engine operating on any part of these tracks.

99 Tucumcari—Pumphouse Track-Automatic air brakes must be known to be in working order and used under all cars placed on or removed from pumphouse; Trainmen or Yardmen must not ride cars within the boundaries of pumphouse account impaired clearance.

BENSON-FAIRBANK BRANCH

100 In switching at the Apache Powder Company's plant at Curtiss the following will apply:

Crews must look out for vehicles, and movements must not exceed six miles per hour over crossings.

The whistle and bell must be used approaching crossing near Apache Powder Co. office.

Movements over highway crossing on spur leading to plant must be preceded by flagman.

PATAGONIA BRANCH

110 Account limited capacity of bridges, cars weighing over 169,000 lbs. gross, must not be handled between N. M. & A. Jct. and Flux.

112. Trains from the Patagonia Branch must not occupy main track at Fairbank between N. M. & A. Jct. and station, except under protection of flag.

BISBEE BRANCH

120 Class C-19 and heavier type engines must not use the following tracks in Bisbee District:

Holbrook Lumber tracks,
Shattuck Spur tracks,
Gardner High Line including Irish Mag,
Gardner Mill spur,
Briggs spur tracks,

Class C-19 and lighter type engines may be used on Czar Loading Spur and Oliver Mine Track.

121 Campbell Shaft Track, Denn Spur, must not be used beyond points indicated by signs: "Limit of Southern Pacific Switching Operations."

122 Bisbee—In vicinity of switchback near Phelps Dodge Machine Shop, flagman must precede engine or cars over Highway crossing.

123 If it can be avoided engines must not push trains between Bisbee Junction and Don Luis.

124 Engines going to Don Luis must take full tank of water at Bisbee Junction.

CLIFTON BRANCH

145 Eastward trains take full tank of water at Guthrie and Westward trains take only enough at Clifton to reach Guthrie.

146 Tunnels between Milepost 1212.1 and 1214.5 are numbered 1 to 6, commencing at Clifton. Approach Tunnel 6 with caution.

147 Within the third rail territory of Clifton District P. D. Co. movements must be protected against Southern Pacific trains and all movements must be made with caution. Trains operating on the Shannon Hill spur, Clifton, look out for impaired side clearance in rock cuts and not exceed 6 miles per hour on Shannon spur. End of rail standard guage track 120 ft. east of Texas Oil Co. Switch and move carefully over all switches and frogs. Conductors will get authority from Agent, Clifton, to use Shannon spur Clifton to Texas Oil Co. spur and engines must be headed up grade.

148 Engines, using main lead in lower yard at Smelter, will sound whistle when approaching crossings, at both east and west end of converter building.

TOMBSTONE BRANCH

170 Bunker Hill tracks, Tombstone, must not be used beyond points indicated by signs: "Limit of Train Operation—End of Maintenance," and engines heavier than TW class must not be used on Schuster Siding.

TUCSON

180 South Line Crossing: Gate with red signal normal position across South Line track. Before changing position of gate and making movement on South Line track, protect in each direction on Nogales Branch as per Rule 99.

181 A flagman must precede all movements over Congress St., Tucson.

182 At Tucson at least 15 hand brakes must be set on west end and 10 hand brakes on east end of all freight trains arriving North yard. At least 7 hand brakes must be set on west end of each cut of cars in P. F. E. yard, and on S. P. tracks Nos. 1, 2, and 3 at least 15 hand brakes must be set on west end. These brakes must be set with brake club after train or cut has stopped. An employe releasing any of these brakes will be held responsible to see that the same number are set before releasing.

183 After engine is spotted for taking oil, two hand brakes must be set on the head end and two on rear end of passenger trains. If necessary to detach engine after these hand brakes have been released, employe before detaching engine must see that sufficient hand brakes have again been set.

184 Trains moving westward, except first class and light engines, must not pass crossover switch near Block Signal 9851, without proceed signal from yardman.

185 Look out for ice and rubbish alongside tracks in P. F. E. yard.

186 Trains will move through yard limits not to exceed the following speeds, complying with Rule 93:

BETWEEN	MILES PER HOUR		
	Passenger	Freight	Light Eng.
South Line Junction and Block Signal 9851 (North Yard)	15	15	15
South Line Junction and South Yard Junction via South Line	15	15	15
South Line Crossing and North Yard via Nogales Branch	15	15	15
Westward main track Block Signals 9883 and 9851		20	20

CLOUDCROFT BRANCH

190 Normal position for switch of wye Cloudcroft end, Alamogordo Junction, will be for the East leg.

191 Trainmen will lock switches at East and West ends of Switchback between Toboggan and Cloudcroft for Westward trains, when cars are left on either end of Switchback.

192 When necessary to turn at Toboggan, enter West leg of wye.

193 Look out for fallen rocks and trees between La Luz and Russia.

194 Cars must not be cut off while in motion.

195 Cars more than 42 ft. in length outside measurement, or 14 ft. 6 ins. in height from top of rail, must not be handled between La Luz and Russia. All cars handled between Alamogordo Jct. and Russia must be equipped with inside connected brakes with hand brakes in working condition with the air, and 3 inches of lateral in end sills for coupler shank.

JARILLA BRANCH

200 Trains must move with caution on heavy grades and curves.

CAPITAN BRANCH

210 Normal position of switch of wye Capitan end, Carrizozo Junction, will be for the West leg.

211 Look out for fallen rocks and trees between Walnut and Coalora.

212 Cars must not be cut off while in motion.

213 All cars handled between Carrizozo Jct. and Capitan must be equipped with inside connected brakes with hand brakes in working condition with the air, and 3 inches of lateral in end sills for coupler shank. Cars in excess of 60 ft. in length outside measurement or equipped with trucks in excess of four wheels will not be handled between Carrizozo Jct. and Capitan.

DAWSON BRANCH

220 Look out for drifted sand between Tucumcari and Canadian and between Abbott and Colfax, and fallen rocks and trees between Canadian and Cabeza.

221 Westward trains from Cabeza to Campana must not handle more than 40 freight cars in one train and must not follow each other closer than fifteen minutes.

222 While handling cuts of cars from loading tipples to train yard, Dawson, air brakes must be cut in and used on all cars.

223 Crossing with A. T. & S. F. Railway Company track at Colfax is protected with gate, normal position of which is located across A. T. & S. F. track. Approach this crossing with caution.

224 3300 class locomotives must not be operated at Dawson on store track serving Phelps Dodge Merc. Co., or beyond "Tipple" derail on new main track.

SPEED TABLE

Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.
6	10		21	2	51	31	1	56	41	1	27	51	1	11
8	7	30	22	2	43	32	1	52	42	1	25	52	1	9
10	6		23	2	36	33	1	49	43	1	23	53	1	8
12	5		24	2	30	34	1	45	44	1	21	54	1	7
15	4		25	2	24	35	1	42	45	1	20	55	1	6
16	3	45	26	2	18	36	1	40	46	1	18	56	1	4
17	3	31	27	2	13	37	1	37	47	1	16	57	1	3
18	3	20	28	2	8	38	1	34	48	1	15	58	1	2
19	3	9	29	2	4	39	1	33	49	1	13	59	1	1
20	3		30	2		40	1	30	50	1	12	60	1	0

SPEED RESTRICTIONS

Maximum speed of passenger trains is 50 miles per hour except between Lordsburg and Strauss, Perilla and Mastodon, Ft. Bliss and Tucumcari, the maximum speed is 60 miles per hour, unless water capacity of engine tender is less than nine thousand gallons, when the maximum speed of 50 miles per hour must not be exceeded, except engines 3100 to 3109 inclusive may make speed not exceeding 60 miles per hour between Lordsburg and Strauss, Perilla and Mastodon, Ft. Bliss and Tucumcari. Speed of 50 miles per hour must not be exceeded on any curve.

Maximum speed of freight or mixed trains is 35 miles per hour except between Lordsburg and Strauss, Perilla and Mastodon, Ft. Bliss and Tucumcari, the maximum speed is 40 miles per hour. Speed of 35 miles per hour must not be exceeded on any curve.

Maximum speed of C-2 to 10 inclusive and C-18 to 29 inclusive class engines in passenger service is 45 miles per hour. Maximum speed of MK-5, 6, 7, 8, 9 class engines in passenger service is 50 miles per hour.

Maximum speed of SP-1, SP-2, SP-3, F-1, F-3, F-4, and F-5 class engines in passenger service is as follows:

(a) Tangent track—45 miles per hour.

(b) On curves—5 miles per hour less than passenger engines.

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding other speed restrictions.

Pages	BETWEEN or OVER	Passenger	Freight or Mixed	Engines or Motor Cars Backing	Motors or Engines Backing Thru Yds. & Hy Xings
	Crossovers and turnouts	15	15	10	10
2	Tucson-Mescal	50	35	20	10
2	Mescal Interlocking Limits, when using normal route	35	25	15	10
2-3	Mescal-Perilla	50	35	20	10
2-3	Douglas, over 14th & 16th St. Crossings	10	10	10	10
3	Rodeo, over road crossing just west of station.	30	20	20	10
3	Perilla-Mastodon	60	40	20	10
3	Mastodon-Anapra	50	35	20	10
3	Columbus, over road crossing just west of station	30	20	20	10
3	Fairbank-Flux	20	20	15	10
3	Benson Jct.-Benson	20	20	15	10
3	Tombstone-Fairbank	20	20	15	10
4	Lordsburg-Strauss	60	40	20	10
4	Strauss-Anapra	45	35	20	10
4	Anapra-El Paso	50	35	20	10
4	Tower 6—El Paso Union Passenger Depot	10	10	10	10
4-5	El Paso, over all street crossings, except between and including North Campbell and West Main Streets	10	10	10	10
4-5	El Paso, over North Campbell to West Main Street Crossings, inclusive	15	15	15	15
5	Interlocking limits, Tower 47, El Paso	10	10	10	10
5	Alamogordo-La Luz	20	20	20	10
5	La Luz-Russia	12	12	12	10
5	Carrizozo-Mile Post 1450	20	20	20	10
5	Mile Post 1450-Capitan	12	12	12	10
5-6	Ft. Bliss-Tucumcari	60	40	20	10
6	Over wye, Corona	5	5	5	5
7	Over wye, Bisbee Jct.	10	10	10	10
7	Bisbee-Bisbee Jct.	25	20	15	10
7	Corta-Lowell via Don Luis	25	20	15	10
7	Over wye, Don Luis	6	6	6	6
7	Ft. Huachuca-Lewis Springs	25	25	15	10
7	Oil Siding-Valedon	15	15	15	10
7	Orogrande and half mile east of wye switch Jarilla Branch	12	12	12	10
7	Lordsburg-Duncan	30	30	15	10
7	Mile Post 1202.5-Duncan	30	25	15	10
7	Smelter-Mile Post 1202.5	20	20	15	10
7	Smelter-Clifton	15	15	15	10
7	Clifton, street and highway crossings	5	5	5	5
7	Tucumcari-Campana	35	30	20	10
7	Cabeza-Campana, westward	15	15	15	10
7	Cabeza-Campana, eastward	25	25	20	10
7	Cabeza-Dawson	35	30	20	10
7	Dawson, over road crossing just east of station	4	4	4	4
7	Dawson, over Bridge 1759-G, Track No. 7	6	6	6	6

SPECIAL INSTRUCTIONS—Continued

230 All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Wooden passenger-carrying cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except on authority of Superintendent.

Speed of trains handling such cars must be restricted as follows:

When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 miles per hour.

When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 miles per hour.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on the rear.

Wooden baggage, express and other head-end cars, not equipped with steel center sills and steel platforms, may be used when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains. provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

Except as specifically authorized by Superintendent, no car containing passengers is to be hauled next to locomotive of a steam passenger train. A steel combination or partitioned car may be hauled with baggage or unoccupied end next to locomotive.

231 Yard engines, in service, must not exceed twenty miles per hour.

232 Trains handling steam derricks or pile drivers must not exceed 25 miles per hour and will observe other speed restrictions for freight trains, and trains handling rotary snow plows must not exceed 15 miles per hour. Trains handling industrial cranes will not exceed 30 miles per hour on tangents and curves of less than 4 degrees and 18 miles per hour on curves of 4 degrees or over.

233 Ore trains must not exceed 25 miles per hour between Bisbee Jct. and Calumet.

234 Engines running light forward must not exceed the maximum speed permitted freight trains unless otherwise directed, except TW and C-14, 15 and 17 classes must not exceed 30 miles per hour and the following classes must not exceed 35 miles per hour:

T-1, 2, 7 to 23, 28, 31, 36;
T-3, 25, 26, 32, 33, 37, 40;
C-2 to 10, inclusive;
C-18 to 29, inclusive;
MK-5, 6, 7, 8, 9;
F-1, 3, 4, 5, 6;
SP-1, 2, 3.

235 Maximum speed engines backing up with cars 20 miles per hour.

236 Maximum speed moving cars ahead of engine, 20 miles per hour.

237. Engines with rods taken down should not be moved in fast freight trains when possible to avoid it and under no circumstances must they be handled at a speed exceeding the following:

When main rod only is removed	30 miles per hour.
When side rods only are removed	30 miles per hour.
When both main and side rods are removed	20 miles per hour.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS:

El Paso, except between and including North Campbell and West Main Streets	10 miles per hour
Deming	8 miles per hour

RESTRICTIONS IN USE OF ENGINES ON BRANCH LINES:

Dawson Branch: Mk-7, 8 and 9 class and lighter; except Mikado class engines must not exceed 15 miles per hour over bridges 1631-A, 1639-A, 1644-A, 1647-C, 1648-C and 1740-B.

When double-heading engines must be spaced at least five car lengths apart or run single over bridges 1639-A and 1740-B.

Capitan Branch: C-14, 15 and 17 class only.

Cloudcroft Branch: C-14, 15 and 17 class only.

Valedon Branch: C-9 class and lighter.

Bisbee Branch: C-9 class and lighter, except between Bisbee Jct. and Don Luis and between Bisbee Jct. and Warren heavier engines may be run not to exceed 20 miles per hour and when using tracks in Don Luis yard or on wye must not exceed 6 miles per hour.

Patagonia Branch: E class with not more than 70,000 lbs. on drivers; T and Mogul class with not more than 100,000 lbs. on drivers, except T-1 class with not more than 112,000 lbs. on drivers may be used not to exceed 10 miles per hour over bridges 1051-D, 1055-D, 1067-B, 1085-A, 1097-B and 1097-E; TW and Consolidation class with not more than 125,000 lbs on drivers.

All other Branch Lines: C-9 class and lighter.

STRUCTURES LESS THAN STANDARD CLEARANCE

MILE POST	LOCATION	DESCRIPTION	
		EL PASO-LORDSBURG	
1168.0	Separ	Water Tank Spout	Over & Side
1188.5	Gage	Water Tank Spout, Main and Siding	Over & Side
1291.9	Brickland	Rock Walls and Bridge Pier, Brickland Spur	Over & Side
		EL PASO-TUCSON	
997.8	Rita	Water Crane, Main and Siding	Side
1012.9	Marsh	Water Crane, Main and Siding	Side
1028.6	Whetstone	Water Crane, Main and Siding	Side
1048.2	Fairbank	Water Crane, Main and Siding	Side
		Oil Crane, Tombstone Main	Side
1058.8	Lewis Springs	Water Tank Spout, Main Track	Side
1069.0	Hereford	Water Crane, Main and Siding	Side
1080.9	Naco	Freight Platform, Spur Track to Naco, Mex.	Side
1085.0	Bisbee Jct.	Water Crane, Main and Siding	Side
		Coal Chute, Main and Coal Track	Side
		Old Pump House, Coal Track	Side
1089.0	Crook Tunnel		Overhead and Side
1096.9	Forrest	Water Crane, Main and Siding	Side
		Loading Bin, Paul Spur	Over & Side
1107.0	Douglas	Buildings and Platforms, All Industry Tracks	Side
		Water Crane, Main and Siding	Side
		Freight Station Platform, Nacozari Main	Side
1121.1	Cazador	Water Tank and Spout	Over & Side
1147.1	Apache	Water Tank and Spout	Over & Side
1158.7	Rodeo	Coal Chute, Main and Coal Track	Side
		Water Tank and Spout	Over & Side
1181.4	Antelope	Water Tank and Spout	Over & Side
1206.3	Hachita	Coal Chute and Water Tank Spouts, Main and Coal Track	Side
1230.9	Hermanas	Water Tank Spout, Main Track	Side
1250.3	Columbus	Coal Chute, Main and Coal Track	Side
1285.6	Mt. Riley	Water Crane, Main	Side
1299.0	Noria	Coal Bin, Stock Track	Side
		Water Crane, Main and Siding	Side
1319.5	Rio Grande Tunnel		Over & Side
1321.3	Overhead Bridge	T&NO Smelter Spur	Over & Side
1295.9	El Paso	Buildings and Platforms, Globe Mills Tracks	Over & Side
		Building and Platform, Neff-Stiles Spur	Side
		Building, K. Z. & M. Spur	Side
		Fence, west side Stanton St.	Side
	El Paso Pacific Lines Yard	Freight Station Platform, North House Track	Side
		Auto Unloading Platform, Auto Track	Side
		Rock Loading Chute, Dudley & Orr Spur	Over & Side
		Coal Bins, So. West Fuel Co. Spur	Side
1295.9	El Paso Shop Yard	Retaining Wall, Depressed Cinder Track	Side
		Coal Chute, Coaling Tracks	Side
		Coal Chute, Hopper Track	Over & Side
		Store House Platform, House Tracks	Side
	El Paso	Impaired Clearances — both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power or high power trolley wires, exist on all tracks leading off of the River Track and out of old Northeastern Yard	
		BENSON-FAIRBANK BRANCH	
1033.7	Benson	San Pedro River Bridge	Side
1039.8	Curtiss	Warehouse Platform, Apache Powder Co. Tracks	Side
		Coal Grinder House, Apache Powder Co. Tracks	Side
		Soda House, Apache Powder Co. Tracks	Side
		FORT HUACHUCA BRANCH	
1072.0	Ft. Huachuca	Freight Platform, Main and House Tracks	Side
		Government Structures, Oat Bin Platform and Coal Bin, Main Track	Side
		Repair Shop, Tool House, and Warehouse Platform, Commissary Track	Side
		PATAGONIA BRANCH	
1048.2	Fairbank	Water Tank Spout	Over & Side
1051.9		Bridge over San Pedro River	Over
		PATAGONIA BRANCH, Continued	
1055.3		Bridge over Babacomari Creek	Over
1067.4		Bridge over Babacomari Creek	Over
1073.8	Elgin	Water Tank Spout	Over & Side
		BISBEE BRANCH	
1088.3	Corta	Impaired Clearances — both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power wires, exist on all tracks, on the Bisbee Branch east of Corta, on both the Corta to Warren to Bisbee and Corta to Don Luis to Bisbee Lines.	
1092.9	Bisbee		
		CLIFTON BRANCH	
1184.3	Duncan	Lumber Sheds and Trees, Lumber Spur	Side
		Water Crane, Main and Siding	Side
		Trees Through Station Grounds, All Tracks	Over & Side
1205.2	Guthrie	Gila River Bridge	Over & Side
		Water Crane, Main	Side
1214.2	Smelter	Buildings, platforms, overhead bridges and trolley wires, Yard Tracks	Over & Side
1216.3	Clifton	San Francisco River Bridge	Over & Side
		Chase Creek Bridge	Side
		Buildings, platforms, Yard Tracks, coal chute, water crane, etc., P. D. Co. Store, and east	Over & Side
1189.2	to 1216.4	Rock Cuts	Side
1212.1	to 1214.5	Tunnels Nos. 1, 2, 3, 4, 5 and 6	Over & Side
		VALEDON BRANCH	
1150.7	Lawrence	Ore Loading Platform, Spur	Side
		Between Lawrence and Valedon First Rock Cut	Side
1148.3	Oil Siding	Two Ore Platforms, Spur	Side
		EL PASO-TUCUMCARI	
1316.1	Newman	Water Column, Main Track and Siding	Side
1382.8	Alamogordo	Cinder Loading Platform, Track No. 60	Side
		Ice Plant Buildings, Track No. 35	Side
		Trestle for Conveyor Pipe at Mill, Track No. 101	Side
		Treating Plant Tel. Wire, Track No. 110	Over
		Treating Plant Hoist Cable on Platform, Track No. 110	Over
		Coal Chute, Main Track	Side
		Roundhouse, Track No. 20	Over & Side
		Thomas Store, Track No. 7	Side
		Planing Mill Platform, Track No. 101	Side
		S. W. Lbr. Co. Storehouse, Track No. 101	Side
		Drying rack at Mill Track No. 108	Side
		West End Mill, Track No. 119	Over & Side
		Treat, Plant Plat. & Power Ho., Track No. 111	Side
		Treat. Plant & Platform, Track No. 110	Side
		Treat. Plant Coal Bin, Track No. 111	Side
		Treat. Plant Power House, Track No. 110 & 111	Side
		Breece Lumber Co., Track No. 2, Planing Mill	Side
		Breece Lbr. Co., Track No. 5, Tie Loading Dock	Side
		Breece Lumber Co., Track No. 4, Wood House	Side
		Breece Lumber Co., Track No. 3, Log Platform	Side
		Breece Lbr. Co., Track No. 1, Power Line Pole	Side
		Breece Lumber Co., Track No. 1, Power Line	Over
1412.9	Three Rivers	Water Column, Main Track & Siding	Side
1424.5	Oscura	Water Column, Main Track and Track No. 1	Side
		Spout on Water Tank, Track No. 2	Over
1439.9	Carrizozo	Water Column, Cinder Pit Track	Side
		Coal Chute & Sand House, Track No. 20	Over & Side
		Walls, Cinder Track No. 21	Side
		Loading Crane, Track No. 17	Side
		Machine Shop, Track No. 15	Over & Side
		Coal Chute, Hopper Track No. 37	Side
1452.2	Coyote	Pump House, Track No. 3	Side
		Water Crane, Main and Siding	Side
1463.5	Ancho	Brick Wall, Brick Plant Track	Side
		Water Column, Main Track & Siding	Side
1482.5	Gallinas	Stock Pen Platform, Siding	Side
		Water Tank Spout, Main Track	Side
1490.9	Corona	Stock Pen Platform, Siding	Side

SPECIAL INSTRUCTIONS—Continued.

EL PASO-TUCUMCARI, Continued

MILE POST	LOCATION	DESCRIPTION	
1499.0	Torrance	Station Platform, House Track	Side
1510.6	Duran	Water Column, Main Track & Siding	Side
		Freight House Platform, Track No. 13	Side
1525.4	Vaughn	Water Column, Main Track & Siding	Side
1547.2	Pastura	Water Column, Main Track & Siding	Side
		Cinder Loading Incline & Pastura Trading Co. Platform, Siding	Side
1552.4	Guadalupe	Platform, Ore Loading Spur No. 2	Side
1563.7	Pintado	Coal Chute, Main Track & Coal Chute Track	Side
1568.3	Santa Rosa	Water Column, Main Track & Siding	Side
		Moise Bros. Store & Warehouse, Ind'y Track No. 18	Side
		Coury Garage, Ind'y Track No. 18	Side
1574.0	Hawks	Tipple Hinged apron may not be in position to clear	Over & Side
1585.8	Cuervo	Bond & Weist Platform & Warehouse, Stock Yard Track	Side
		Water Crane, Main and Siding	Side
1606.7	Montoya	Water Crane, Main and Siding	Side
1627.4	Tucumcari	Sand House & Coal Chute Eng. House, Track No. 85	Side
		Coal Hoist, Tracks Nos. 85 & 20	Side
		Coal Hoist, Engine House, Track No. 21	Side
		Walls, Cinder Pit, Tracks Nos. 22 & 49	Side
		Car Repairers' Office, Track No. 86	Side
		Roundhouse & Machine Shop Doors, Track No. 45	Over & Side
		Roundhouse Doors, Track No. 31	Over & Side
		Machine Shop Coal Bin, Track No. 31	Side
		Freight House Platform, Tracks on both sides	Side
		Pump House & Cinder Loading Incline, Track No. 43	Side
		Sinclair Oil Co. Fence, Track No. 42	Side
		Tucumcari Ice Co. Buildings & Coal Bins, both sides, Track No. 42	Side
		Electric Light Co. Coal Bin, Track No. 42	Side
		Tucumcari Light & Power Co. Wire, 5th Street	Over
		Goldenberg's old Concrete Vault, Track No. 47	Side

JARILLA BRANCH

MILE POST	LOCATION	DESCRIPTION	
1345.0	Orogrande	West End Cinder Incline, Main Track	Side

CLOUDCROFT BRANCH

MILE POST	LOCATION	DESCRIPTION	
1398.6	High Rolls	Freight House Platform, Siding	Side
1400.9	Wooten	Water Treater Platform, Main Track	Side
1404.3	Switchback	Cribbing	Side
1408.7	Cloudcroft	Breece Lumber Co., Motor Car House	
		Breece Lumber Co., Connection	Side
		Breece Lumber Co., Tool House, Lbr. Co. Conn.	Side
		Breece Lumber Co., Wood Shed, Lbr. Co. Conn.	Side
		Breece Lumber Co., Eng. Shed, Lbr. Co. Main Track and Siding	Side
		Breece Lumber Co., Oil House, Lbr. Co. Conn.	Side
		Water Tank Spout, Main Track	Over
		Breece Lbr. Co., Conn., N. W. Corner P. O. Bldg.	Side
		Breece Lumber Co., Conn., Dwellings opposite P. O. Building	Side
		Breece Lbr. Co., Conn. Fence, near Tool House	Side

Note—Look out for narrow rock cuts between La Luz and Russia

CAPITAN BRANCH

Note—Look out for narrow rock cuts between Vera Cruz and Indian Divide

DAWSON BRANCH

MILE POST	LOCATION	DESCRIPTION	
1639.0	Bridge 1638.93	Steel Bridge over Canadian River, Main Track	Over & Side
1673.0	Cabeza	Coal Chute, Main Track and Coal Chute Track	Side
1686.3	Solana	Water Tank Spout, Main Track	Side
1696.1	Roy	Floersheim Warehouse & Platform, Ind'y Track No. 3	Side
1706.4	Mills	Wilson Co. Elevator, Spur No. 6	Side

DAWSON BRANCH, Continued

MILE POST	LOCATION	DESCRIPTION	
1715.6	Abbott	Wilson Co. Elevator, Spur	Side
		Water Tank Spout, Main Track	Side
1729.8	Taylor	Coal Chute, Main Track & Track No. 3	Side
1759.4	Dawson	Water Column, Tracks Nos. 16 & 17	Side
		Scale House, Tracks Nos. 7 & 9	Side
		Sand House, Tracks Nos. 16 &17	Side
		Water Loading Crane, Track No. 15	Side
		Walls, Depressed Track No. 18	Side
		Coal Unloading Trestle, Track No. 25	Side
		Oil House, Track No. 38	Side

Note—Look out for narrow rock cuts between Tucumcari and Cabeza

Employes are warned that it is dangerous to ride on top or sides of cars at previously mentioned points.

Bunks on log cars, such as are used on the Cloudcroft Branch, will not clear stock pen platforms.

LOCATION HOSPITAL STRETCHERS

EL PASO UNION DEPOT EL PASO YARD OFFICE
DOUGLAS PASSENGER STATION DOUGLAS YARD OFFICE

TUCSON	DEMING	HACHITA	VAUGHN
LORDSBURG	BISBEE JCT.	ALAMOGORDO	DAWSON
FAIRBANK	BISBEE	CARRIZOZO	TUCUMCARI

HOSPITALS

GENERAL HOSPITAL, S. P. Hospital		San Francisco, Cal,
DIVISION HOSPITALS	Hotel Dieu	El Paso, Texas
	St. Mary's	Tucson, Ariz.

Location	Physicians and Surgeons' Names	Title
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Tucson	Dr. C. A. Thomas	Assistant to Chief Surgeon
Tucson	Dr. S. C. Davis	Division Surgeon
Tucson	Dr. V. G. Presson	Assistant Surgeon
Tucson	Dr. R. A. Wilson	Assistant Surgeon
Tucson	Dr. E. D. Wells	Occulist and Aurist
Benson	Dr. J. N. Morrison	District Surgeon
Benson	Dr. H. Tapperman	District Surgeon
Lordsburg	Dr. C. P. Austin	District Surgeon
Lordsburg	Dr. C. B. Austin	Assistant District Surgeon
Clifton	Dr. C. H. Laugharn	District Surgeon
Duncan	Dr. A. G. Neighbor	District Surgeon
Deming	Dr. F. D. Vickers	District Surgeon
Deming	Dr. J. G. Moir	Assistant District Surgeon
Tyrone	Dr. N. D. Frazin (Silver City)	Emergency Surgeon
El Paso	Dr. H. H. Varner	Division Surgeon
El Paso	Dr. E. W. Rheinheimer	Assistant Surgeon
El Paso	Dr. S. F. King	Assistant Surgeon
El Paso	Dr. J. J. Gorman	Assistant Surgeon
El Paso	Dr. J. M. Britton	Oculist and Aurist
El Paso	Dr. B. H. Britton	Assistant Oculist and Aurist
El Paso	Dr. F. S. Schuster	Assistant Oculist and Aurist
El Paso	Dr. S. A. Schuster	Assistant Oculist and Aurist
El Paso	Dr. W. L. Brown	Consulting Surgeon (Service limited to consultation with Division Surgeon)
Columbus	Dr. J. M. Hardy	District Surgeon
Douglas	Dr. N. V. Alessi	District Surgeon
Douglas	Dr. A. K. Duncan	Assistant District Surgeon
Douglas	Dr. J. S. Walsh	Oculist and Aurist
Bisbee	Dr. Robt. Ferguson	District Surgeon
Bisbee	Dr. H. J. French	Assistant District Surgeon
Bisbee	Dr. A. E. Cruthirds	Oculist and Aurist
Naco	Dr. B. C. Tarbell	District Surgeon
Tombstone	Dr. J. A. Love	District Surgeon
Alamogordo	Dr. F. B. Evans	District Surgeon
Alamogordo	Dr. E. P. Simms	Associate District Surgeon
Tularosa	Dr. J. D. Robinson	District Surgeon
Carrizozo	Dr. F. H. Johnson	District Surgeon
Carrizozo	Dr. M. G. Paden	Consulting Surgeon (Service limited to consultation with District Surgeons or when they are not available)
Carrizozo	Dr. P. M. Shaver	District Surgeon
Corona	Dr. L. H. Barry	District Surgeon
Duran	Dr. A. A. Sanford	District Surgeon
Vaughn	Dr. G. A. Miller	District Surgeon
Santa Rosa	Dr. Z. E. Funk	District Surgeon
Tucumcari	Dr. O. E. Brown	District Surgeon
Tucumcari	Dr. C. H. Ferguson	Assistant District Surgeon
Mosquero	Dr. D. C.Daniel	District Surgeon
Roy	Dr. M. D. Gibbs	District Surgeon
Dawson	Dr. C. S. Hart	District Surgeon
Dawson	Dr. L. A. Dewey	Assistant District Surgeon

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070	—	—
“ —66 ft.	127,610	—	—
“ —70 ft.	122,620	—	—
“ —70 ft. (With Auto. End Door)	125,800	—	—
“ — (Dynamo)	98,730	—	—
“ —	—	87,120	81,120
Baggage & Mail—60 ft.	103,620	—	—
“ “ —69 ft.	124,760	—	—
“ “ —70 ft.	129,140	—	—
“ “ —	—	103,590	99,200
Baggage & Passenger	108,675	112,640	76,320
Express Refr. — N. P. Ry.	—	74,000	60,000
“ “ — G. N. Ry.	—	—	70,000
“ “ — A. R. E. No. 40- 154	—	78,000	—
“ “ — “ “ 155- 224	—	89,000	—
“ “ — “ “ 500- 506	—	110,000	—
“ “ — “ “ 1101-1175	—	85,000	—
“ “ — P. F. E. “ 500- 799	—	83,000	—
Tea & Silk	—	—	48,180
Express, Horse	133,050	—	81,033
Postal	112,120	—	—
Postal Storage—40 ft.	74,530	—	—
“ “ —60 ft.	105,120	—	—
Club	146,210	122,300	—
Official	170,700	155,370	109,370
Chair—60 ft.	100,620	—	84,740
“ —74 ft.	163,900	—	—
Coaches—60 ft.	98,130	—	—
“ —70 ft.	137,640	—	—
“ —72 ft.	139,660	—	—
“ —73 ft.	148,040	—	—
“ —72 ft. (Interurban)	120,000	—	—
“ —	—	—	81,210
All-Day Lunch—Chair	105,970	—	—
“ “ —Coach	103,875	—	—
Cafe Coach	—	138,600	—
Diner—70 ft	—	135,930	131,040
“ —72 ft.	155,330	146,930	134,530
“ —77 ft. (Arch Type Roof)	156,000	—	—
“ —77 ft. (Clere Story Roof)	161,520	165,530	—
“ —79 ft.	169,100	—	—
“ —80 ft.	175,200	—	—
Cafe Parlor	148,950	161,200	—
Lounge	173,000	—	—
Observation—75 ft.	154,400	—	—
“ —77 ft.	173,300	—	—
“ —	—	141,870	121,300
Pullman—Observation	164,600	153,000	—
“ —Observation Lounge	171,200	—	—
“ —Lounge	168,700	—	—
“ —Parlor	155,600	147,500	—
“ —Bedroom Car	167,600	—	—
“ —Standard Sleeper	164,600	144,000	—
“ —Tourist	140,600	133,000	—
Rail Car—Gas-Electric, 400 H. P.	158,400	—	—
“ —Gas-Electric, 600 H. P.	167,200	—	—
“ —McKeen—55 ft.	64,140	—	—
“ — “ —70 ft.	71,530	—	—
Observation (Open Top)	—	—	62,000

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	SOUTH LINE							NORTH LINE					
				EASTWARD			WESTWARD				EASTWARD			WESTWARD		
				Tucson-Mescal Douglas-Cazador Rodeo-Pratt Hachita-Continental Ford-Mimbres Arena-Altair Mt. Riley-Potrillo Hereford-Naco	Mescal-Fairbank Bisbee Jct.-Douglas Chiricahua-Rodeo Mimbres-Arena Potrillo-El Paso	Fairbank-Hereford Naco-Bisbee Jct. Cazador-Chiricahua Pratt-Hachita Continental-Ford Altair-Mt. Riley	El Paso-Mastodon Playas-Antelope Apache-Cazador Douglas-Bisbee Jct. Rodeo-Apache	Noria-Potrillo Columbia-Mimbres Ford-Savoya Victorio-Hachita Hachita-Vista	Mastodon-Noria Savoya-Victorio Fairbank-Mescal Altair-Columbus	Potrillo-Altair Mimbres-Ford Vista-Playas Antelope-Rodeo Cazador-Douglas Bisbee Jct-Fairbank Mescal-Tucson	Lordsburg-Lisbon Hawkins-Wilna Myndus-Aden	Lisbon-Hawkins	Wilna-Mindus Aden-El Paso	El Paso-Strauss Afton-Aden	Myndus-Wilna Strauss-Afton	Aden-Myndus Wilna-Lordsburg
T-36	T—63-20/26-118	2103 to 2104	190	1500	6000	1900	1600	2050	3050	6000	3300	2500	6000	2500	2800	6000
T-37	T—70-24/28-146-S	2105 to 2106	175	2000	6000	2550	2150	2750	4050	6000	4400	3350	6000	3350	3750	6000
C-9, 10	C—57-22/30-194-S	2513 to 2599, 2698 to 2860	210	2500	8000	3200	2700	3450	5100	8000	5500	4150	8000	4150	4650	8000
C-9, 10	C—57-22/30-200-SF															
C-8	C—57-22/30-192-S															
C-5	C—57-22/30-187-S	2624 to 2679														
C-5	C—57-22/30-185-S	2680 to 2693														
C-5	C—57-22/30-180	2624 to 2679	200	2200	8000	2850	2400	3050	4500	8000	4900	3700	8000	3700	4150	8000
C-5	C—57-22/30-178	2680 to 2693														
TW-3	TW—50-20/26-120	2932 to 2945	170	1600	6000	2050	1750	2200	3250	6000	3500	2650	6000	2650	2950	6000
P-12	P—73-27/28-189-SF	3120 to 3129	190	2600	8000	3350	2800	3600	5300	8000	5750	4350	8000	4350	4900	8000
MK-5, 6	MK—63-26/28-210-S	3241 to 3277	210	3150	8000	4050	3400	4350	6400	8000	6900	5250	8000	5250	5850	8000
MK-7, 8, 9	MK—63-29/30-247-S MK—63-29/30-257-SF	3300 to 3324	176	3500	8000	4450	3800	4800	7050	8000	7650	5800	8000	5800	6500	8000
C-18	C—57-22/28-169-S	3400 to 3409	200	2350	8000	3000	2500	3200	4700	8000	5050	3850	8000	3850	4300	8000
C-19	C—57-22½/28-178-S	3410 to 3426	200	2400	8000	3100	2600	3350	4850	8000	5250	4000	8000	4000	4450	8000
F-1	F—63-27½/32-273-S	3600 to 3652	200	3700	10000	4750	4000	5100	7450	10000	8050	6100	10000	6100	6850	10000
F-3	F—63-29½/32-307-S	3653 to 3667	200	4200	10000	5400	4550	5800	8500	10000	9200	7000	10000	7000	7800	10000
F-4-5	F—63-29½/32-306/B-61-SF F—63-29½/32-319/B-62-SF	3668 to 3768	200	4750	10000	6100	5150	6550	9550	10000	10000	7850	10000	7850	8800	10000
MT-1,3,4,5	MT—73-28/30-246/B-60-SF	4300 to 4376	210	3800	10000	4850	4100	5250	7700	10000	8300	6300	10000	6300	7050	10000
MT-2	MT—73-29/30262-SF	4385 to 4390	210	3550	10000	4600	3850	4950	7300	10000	7900	5950	10000	5950	6700	10000
SP-1	SP—63–25/28-32-316/B-60-SF	5000 to 5015	225	5350	10000	6850	5800	7350	10000	10000	10000	8850	10000	8850	10000	10000
SP-2, 3	SP—63–25/28-32-317/B-61-SF	5016 to 5048														

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	EASTWARD						WESTWARD								
				El Paso-Fort Bliss Ft. Bliss-Orogrande Dunes-Kearney Carrizozo-Elda Santa Rosa-Alcor Alcor-Tucumcari	Orogrande-Dunes	Kearney-Salinas	Salinas-Carrizozo	Elda-Corona	Corona-Santa Rosa	Tucumcari-Alcor Santa Rosa-Helena Corona-Carrizozo	Alcor-Santa Rosa	Helena-Torrance	Torrance-Corona	Carrizozo-Salinas	Salinas-Alamogordo	Alamogordo-Dunes	Dunes-Orogrande	Orogrande-El Paso
T-36	T—63-20/26-118	2103 and 2104	190	1650	2600	1850	1650	2050	2000	1650	4550	1650	1600	3400	3000	5500	2900	2950
T-37	T—70-24/28-146-S	2105 and 2106	175	2250	3550	2500	2200	2750	2700	2250	6200	2200	2200	4600	4050	7400	3950	4000
C-9, 10	C—57-22/30-194-S	2513 to 2599, 2698 to 2860	210	2700	4250	3000	2650	3300	3250	2700	7400	2650	2650	5500	4850	8900	4750	4800
C-9, 10	C—57-22/30-200-SF																	
C-8	C—57-22/30-192-S																	
C-5	C—57-22/30-187-S	2624 to 2679																
C-5	C—57-22/30-185-S	2680 to 2693																
C-5	C—57-22/30-180	2624 to 2679	200	2450	3850	2700	2400	3000	2950	2450	6700	2400	2400	4950	4400	8000	4250	4350
C-5	C—57-22/30-178	2680 to 2693																
TW-3	TW—50-20/26-120	2932 to 2945	170	1650	2600	1850	1600	2050	2000	1650	4600	1650	1600	3400	3000	5500	2900	2950
P-12	P—73-27/28-189-SF	3120 to 3129	190	2850	4550	3150	2800	3550	3450	2850	8050	2800	2800	5950	5250	9700	5100	5150
MK-5, 6	MK—63-26/28-210-S	3241 to 3277	210	3450	5450	3800	3400	4250	4150	3450	9500	3400	3350	7050	6250	11400	6050	6150
MK-7, 8, 9	MK—63-29/30-247-S MK—63-29/30-257-SF	3300 to 3324	176	3850	5950	4200	3750	4650	4550	3850	10350	3750	3700	7700	6850	12450	6650	6750
C-18	C—57-22/28-169-S	3400 to 3409	200	2550	3950	2800	2450	3100	3000	2550	6850	2500	2450	5100	4500	8200	4400	4450
C-19	C—57-22½/28-178-S	3410 to 3426	200	2650	4100	2900	2550	3200	3150	2650	7150	2600	2550	5300	4700	8550	4550	4650
F-1	F—63-27½/32-273-S	3600 to 3652	200	4000	6200	4400	3900	4850	4750	4000	10850	3900	3850	8050	7150	13000	6950	7050
F-3	F—63-29½/32-307-S	3653 to 3667	200	4550	7100	5000	4450	5550	5450	4550	12400	4450	4400	9200	8150	14850	7900	8050
F-4, 5	F—63-29½/32-306-B-61-SF F—63-29½/32-319-B-62-SF	3668 to 3768																
MT-1,3,4,5	MT—73-28/30-246/B-60-SF	4300 to 4376	210	3650	5800	4050	3550	4500	4400	3650	10150	3600	3550	7550	6650	12200	6450	6550
MT-2	MT—73-29/30-262-SF	4385 to 4390	210	4000	6250	4400	3900	4900	4750	4000	10950	3900	3850	8150	7200	13200	7000	7100
SP-1	SP—63–25/28-32-316/B-60-SF	5000 to 5015	225	5400	8400	5900	5250	6550	6400	5400	14600	5300	5200	10850	9600	17500	9350	9500
SP-2, 3	SP—63–25/28-32-317/B-61-SF	5016 to 5048																
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS	LESS THAN 40 Ms.			3	6	3	3	3	3	3	6	3	3	6	6	6	6	6
	40 Ms. TO 50 MS.			0	3	0	0	0	0	0	3	0	0	3	3	3	3	3

Example. — Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: $C\text{-}57\frac{22}{30}187$

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers
"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain
"SP"—4-10-2

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

OTHER LINES

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Bisbee Jct.-Bisbee Lewis Springs-Ft. Huachuca Fairbank-Tombstone	Bisbee-Bisbee Jct. Ft. Huachuca-Lewis Springs Tombstone-Fairbank Elgin-Fairbank Sonoita-Flux	Fairbank-Sonoita Flux-Elgin Benson-Benson Jct. Benson Jct.-Benson	Lordsburg-Guthrie Duncan-Lordsburg So. Siding-Duncan	Guthrie-So. Siding Clifton-So. Siding	So. Siding-Clifton	Tucumcari-Campana Cabeza-Dawson	Campana-Cabeza	Dawson-Taylor Mills-Canadian	Taylor-Mills Canadian-Tucumcari	Alamogordo-Russia	Russia Alamogordo	Carrizozo-Capitan	Capitan-Carrizozo
M-4	M—63-20/28-126	1617 to 1716	190	920	6000	1100	1650	810	6000	1300	640	3650	1800	210	6000	340	900
M-4	M—63-20/28-135-S	1617 to 1716	190	960	6000	1150	1750	880	6000	1400	680	3850	1900	220	6000	360	950
M-11	M—63-22/28-162-S	1832 to 1835	200	1250	6000	1500	2250	1150	6000	1800	910	4950	2450	330	6000	510	1250
T-1	T—63-20/26-112	2235 to 2273	180	870	6000	1050	1570	800	6000								
T-36	T—63-20/26-118	2103 and 2104	190	870	6000	1050	1570	800	6000	1350	450	3000	1500				
T-37	T—70-24/28-146-S	2105 and 2106	176	1150	6000	1450	2100	1050	6000								
TW-3	TW—50-20/26-120	2932 to 2945	170	940	6000	1150	1700	860	7000								
C-8, 9, 10	C—57-22/30-192-S 194-S 200-SF	2513 to 2599 2698 to 2860	210	1470	8000	1770	2640	1350	8000								
C-18	C—57-22/28-169-S	3400 to 3409	200							1950	975	5250	2625				
C-19	C—57-22½/28-178-S	3410 to 3426	200	1430	8000	1700	2530	1310	8000	2050	1025	5500	2750				
P-12	P—73-27/28-189-SF	3120 to 3129	190	1490	8000	1790	2720	1340	8000								
MK-5, 6	MK—63-26/28-210-S	3241 to 3277	210	1850	10000		3100			2650	1325	7250	3625				
MK-7, 8, 9	MK—63-29/30-247-S 257-SF	3300 to 3324	176	2070	10000		3450			2900	1450	8000	3800				
F-1	F—63-27½/32-273-S	3600 to 3652	200	2190	10000												
F-3	F—63-29½/32-307-S	3653 to 3667	200	2490	10000												
F-4, 5	F—63-29½/32 306/B-61-SF 319/B-62-SF	3668 to 3768	200	2770	10000												
C-14	C—46-21/24-125	2504	160											245	8000	340	940
C-15	C—50-21/26-126	2505 to 2508	160											230	8000	325	930
C-17	C—51-21½/28-160	2510, 2511	180											320	8000	435	1160
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS		LESS THAN 40 Ms. 40 Ms. TO 50 Ms.		3 0	6 3	3 0	6 3	3 0	6 3	6 3	6 3	6 3	6 3	3 0	3 0	3 0	3 0

Example. — Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}\text{187}$$

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers
"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain
"SP"—4-10-2

DIVISION MILEAGE

Main Lines

Lordsburg to El Paso	S. P. R. R. (Includes 1st Track)	148.00	
	T. & N. O. R. R.	3.59	
End Tucson Division to Tucumcari	E. P. & S. W. R. R. (Includes 2nd Trk.)	322.38	
	E. P. & S. W. R. R. of Texas	2.63	
	E. P. & N. E. R. R.	18.22	
	E. P. & N. E. Ry.	124.26	
	E. P. R. I. Ry.	127.51	
	C. R. I. & P. Ry.	60.41	
Total Main Line			807.00

Branches

Benson-Fairbank	S. P. R. R.	At Benson, Initial Point E. P. & S. W. R. R.	.01		
	EP&SWRR	Benson, Initial Point E. P. & S. W. R. R. to Benson Jct.	17.57	17.58	
Bisbee	EP&SWRR	Bisbee Jct. to Bisbee		8.03	
Bisbee-Lowell Cutoff	EP&SWRR	Corta to Lowell via Warren		2.84	
Capitan	EP&NERy	Carrizozo Jct. to Capitan		21.29	
Clifton	S. P. R. R.	Lordsburg to Initial Point A. & N. M. Ry.	.03		
	A.&N.M.Ry.	Initial Point N. M. & A. R. R. to Clifton	70.77	70.80	
Cloudcroft	A.&.S.M.Ry.	Alamogordo Jct. to Russia		31.56	
Dawson	Dawson Ry.	Tucumcari to Dawson		131.97	
Fort Huachuca	EP&SWRR	Lewis Springs to Fort Huachuca		14.30	
Jarilla	EP&NERy	Orogrande to Zora		4.72	
Lordsburg-Oil Siding	S. P. R. R.	Lordsburg to Initial Point A. & N. M. Ry.	.10		
	A.&N.M.Ry.	Lordsburg to Oil Siding	.88	.98	
Patagonia	EP&SWRR	Fairbank to Initial Point N. M. & A. R. R.	.04		
	N.M.&A.R.R.	Fairbank to Flux	46.70	46.74	
Tombstone	EP&SWRR	Fairbank to Tombstone		9.94	
Valedon	A.&N.M.Ry.	M. P. 1147.75 to Valedon		3.80	
Total Branches					364.55
Total Rio Grande Division					1171.55

TERMINAL TRAINMASTERS

W. C. Downey	**Lordsburg, N. M.**
J. H. Curlee	**Douglas, Ariz.**
M. L. Lankford	**Douglas, Ariz.**
T. L. Hurley	**Tucumcari, N. M.**
M. M. Luye	**Tucumcari, N. M.**

Trainmasters

W. S. FORD	**Douglas, Ariz.**
J. M. TREFREN	**El Paso, Texas**
H. G. McCARTHY	**Tucumcari, N. M.**

Road Foreman of Engines

A. G. NEWELL	**El Paso, Texas**

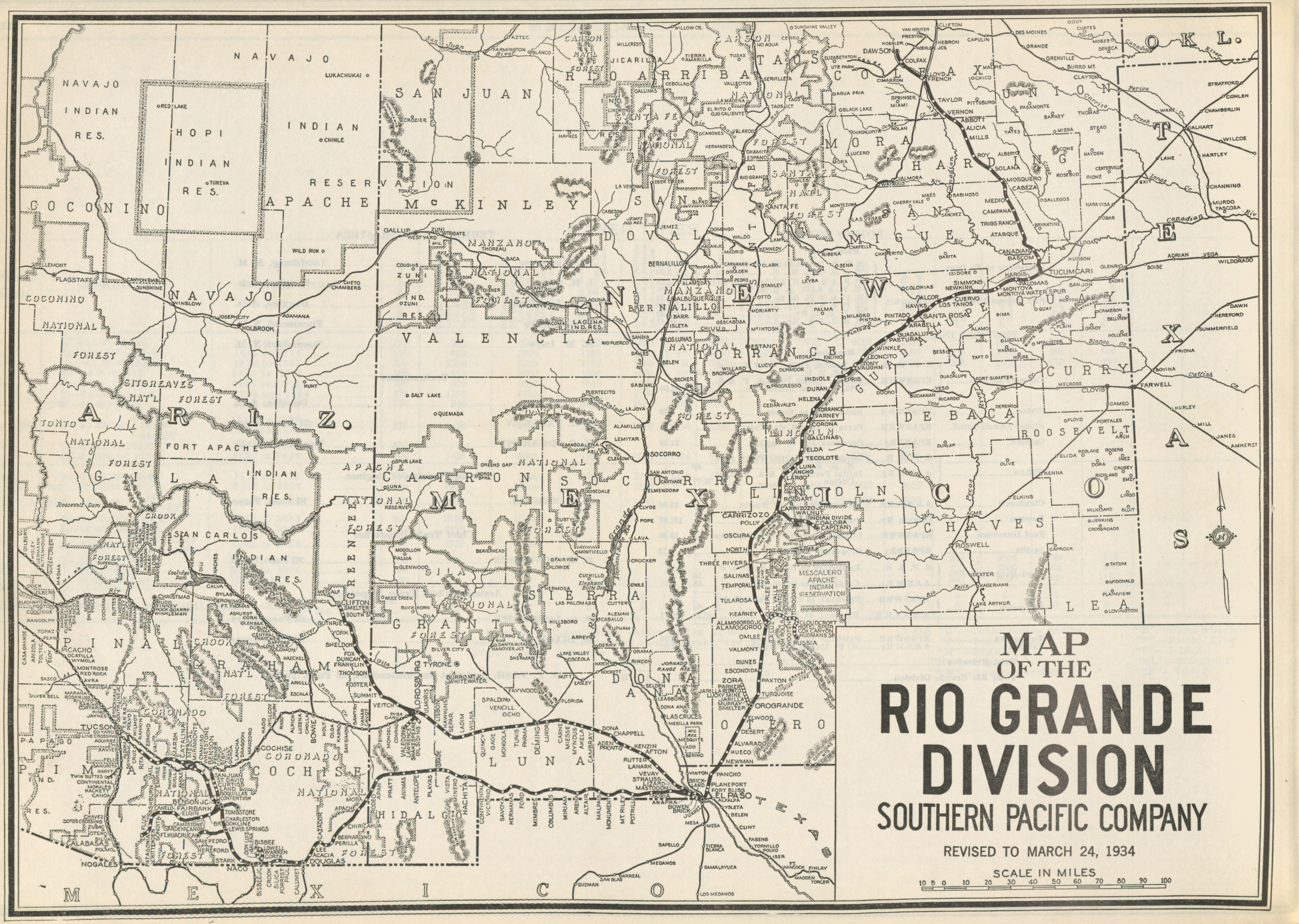
Chief Train Dispatcher

H. G. BONORDEN	**El Paso,Texas**

Assistant Chief Train Dispatchers

F. O. LOCKHART	**El Paso, Texas**
H. DIXON	**El Paso, Texas**

J. P. NASH, Assistant Superintendent, El Paso, Texas


N E W M E X I C O
A R I Z.
T E X A S
O K L.
M E X I C O
NAVAJO INDIAN RES.
HOPI INDIAN RES.
NAVAJO INDIAN RESERVATION
COCONINO
COCONINO NATIONAL FOREST
NAVAJO
APACHE
SITGREAVES NAT'L FOREST
TONTO NATIONAL FOREST
FORT APACHE INDIAN RES.
GILA
SAN CARLOS INDIAN RES.
CROOK NAT'L FOREST
PINAL
GRAHAM
GREENLEE
PIMA
COCHISE
CORONADO NATIONAL FOREST
SAN JUAN
RIO ARRIBA
TAOS
COLFAX
UNION
MORA
HARDING
SAN MIGUEL
SANTA FE
SANDOVAL
McKINLEY
VALENCIA
BERNALILLO
TORRANCE
GUADALUPE
QUAY
CURRY
DE BACA
ROOSEVELT
LINCOLN
CHAVES
LEA
SOCORRO
CATRON
SIERRA
GRANT
LUNA
HIDALGO
DONA ANA
OTERO
MESCALERO APACHE INDIAN RESERVATION
CARSON NAT'L FOREST
SANTA FE NATIONAL FOREST
MANZANO NATIONAL FOREST
LINCOLN NATIONAL FOREST
GILA NATIONAL FOREST
APACHE NATIONAL FOREST
FLAGSTAFF
WINSLOW
HOLBROOK
GALLUP
ALBUQUERQUE
SANTA FE
SOCORRO
DAWSON
TUCUMCARI
SANTA ROSA
CLOVIS
CARRIZOZO
ALAMOGORDO
ROSWELL
LORDSBURG
DEMING
LAS CRUCES
EL PASO
TUCSON
NOGALES
DOUGLAS
BISBEE
BENSON
TOMBSTONE
CLIFTON
DALHART
FARWELL
SILVER CITY
HACHITA
OROGRANDE
Rio Grande
Pecos River
Canadian River
Gila River
SCALE IN MILES
10 5 0 10 20 30 40 50 60 70 80 90 100

MAP OF THE
RIO GRANDE DIVISION
SOUTHERN PACIFIC COMPANY

REVISED TO MARCH 24, 1934